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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

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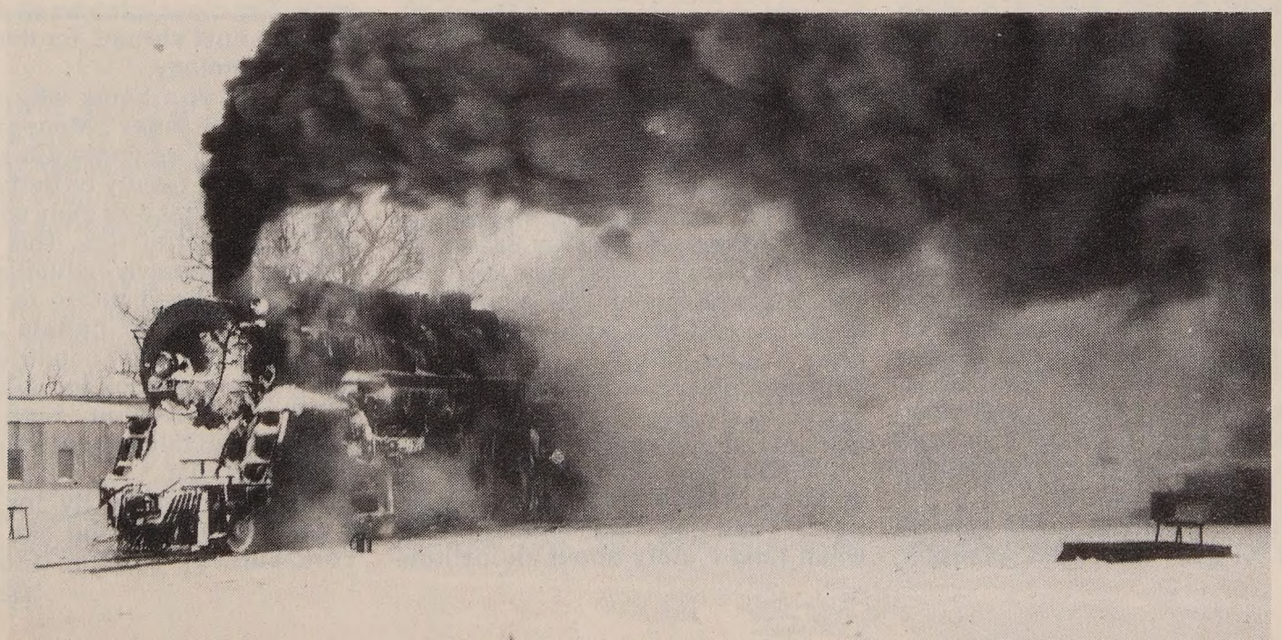
William O. Gibson, 4427 30th St., San Diego, Calif. 92116

Blasting defiance to the sub-zero day on March 10, 1948, Santa Fe 3720 wreaths in steam her sister 3756, doubleheading *The Super Chief* out of Syracuse, Kansas, five hours late with 13 cars. Regular diesel power had been left at Newton, and 3700s hooked on to provide better heat for the cars.



Amtrak's northbound *Abraham Lincoln* stops before gal audience in June '76 at Bloomington, Ill.
William T. Morgan, AG2, OPS/MET Code 30, NAVSUPPFOR Antarctica, FPO San Francisco 96601

THE MAIL CAR

where editors and readers meet

THIS MONTH, for the first time, our front cover scene is Australian. Photographed by David Jenssen, it shows an engineer in the cab of No. 3801, a C38 class steam engine, the first Pacific type used on Australian standard rails. The 4-6-2 express passenger locomotive set many records during the 27 years the series was operational. It was probably the most famous of all Aussie locomotives, with its 201 tons providing 36,200 pounds of traction to become one type of engine which often exceeded its authorized speed limit of 70 miles per hour. In 1970 the series was retired and replaced by electrics.

The C38 class is featured in a movie of interest to railfans, entitled "A Steam Train Passes," produced by Film Australia, 1974, with 16mm Eastmancolor and sound and 21 minutes running time. Photography by Dean Semler, winner of Golden Tripod Award of the Australian Cinematographers Society and other awards. Anthony Buckley produced the film, with David Haythornwaite as director and script-writer.

Prints of the entire movie may be bought for $231 from Film Australia, 636 Fifth Ave., New York, N.Y. 10020, or rented at $5 for the first day, a sliding scale thereafter.

Our back cover shows some of the half-dozen Southern Pacific and Union Pacific six-motor diesels combining their brawn to simultaneously push and pull less than 100 assorted freight cars over the summit of Donner Pass in California on the Overland Route. The shot was made on the cold clear afternoon of March 20, 1976, by *Interesting Railfan* J. Howard Audibert, 6032 28th Street So., St. Petersburg, Fla. 33712.

Views and Reviews

I AGREE completely with your review of *The Great Railway Bazaar,* by Paul Theroux, in February *Railroad.* Theroux is an intellectual, a good writer, but he just can't write about trains like Lucius Beebe or Rogers Whitaker. For one thing, he almost consciously stays away from the work of railroad men; this is too bad.

Did you ever stop to think how the railroad brought technology in its wake? I saw this in India back in 1952, when I did a story about an institute of technology at Kharagpur, a railhead near Calcutta. The steam railroad needed shops and maintenance every 100 miles or so. The British planted these all over India and the locals were trained to do the jobs until they took over the whole operation. China is that way today.

But diesel railroading is different. The maintenance is much less frequent and is done in a big central shop. The diesels themselves usually must be built abroad, for this is precision technology.

And did you know why railroads can't be built today? Money is too expensive. Rail equipment lasts a long time, it takes twenty or thirty years to write it off—that was okay with money at 3%, but not at 10%. This makes it very hard for newly-industrialized nations. They can't afford to build the infra-structure of canals and railroads that the older countries use today. They must look for quick capital gains on all that high-interest money—and this necessarily leads to boom-and-bust.

Take the modern city, for example. It can't build anything like the New York subway system (look at the

costs of BART or the Washington system). It's caught in the oil trap. Remember how the elevated lines were removed from New York? They were noisy and obsolete; life was hell on Second and Third Avenues. The area was much improved by converting these streets into urban freeways at pedestrian level.

The elevated line in Paris runs on rubber tires. When a train goes by overhead, it makes less noise than one auxiliary-engined bicycle in the street below. And all those space-age people-mover systems on air cushions or monorail generate much less enthusiasm when they propose to run their elevated tracks into residential areas.—Dan Behrman, 4 Rue Joseph Bara, Paris 75006, France.

THE P&SR runs down the middle of a street in downtown Sebastapol, Calif. Who knows of any other American city or town where a railroad runs on a grade-level street through the center of the community? I am trying to compile a list of towns with active tracks in residential or business areas but not industrial areas.—Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205. (*Ed. note:* Gary is one of our *Interesting Railfans* and has had photos on our front covers.)

THE ASSOCIATION of Train Workers' Hobbies in Israel collects stamps and first-day covers with special postmarks on the subject of trains all over the world. Israel is a member of FIASIC, affiliated with European groups of stamp collectors and whose central office is in Paris. We'd like to contact similar associations in the U.S. We want a list of U.S. collectors in order to correspond with them and exchange stamps and other material, especially RPO covers with special postmarks. Also postcards on the subject of trains. The Israeli association is headed by Aharon Rothman, P.O. Box 4733, Haifa 3140, Israel. My name is Noah Cohen, 34 Hachayal St., Ramat Gan 52334, Israel.

"Steady, you'll get used to it!" Drawn by Joseph Easley

DURING the spring of '27 my dad often took me to the Buffalo (N.Y.) end of the Peace Bridge which was then taking shape across the Niagara River. The narrow-gage railway laid atop the concrete of the bridge approach fascinated me. Presumably it was used for the heavy stone railings which cut off motorists' view of the scenic river (until metal see-through ones replaced them more than a decade later).

The bridge opening ceremonies, on a hot summer afternoon, had been billed as a novelty because the words of the principal speakers—U.S. Vice Pres. Charles Dawes and the Prince of Wales—would be carried by what was then a new device: a public-address system. I remember the green park benches, scantily occupied, that had been lined up auditorium-style on the grass, but we did not hear the speakers. There just wasn't enough power.

The new bridge eventually killed ferry service across the river. It also doomed the Fort Erie Beach Railway. That steam line was about 2½ miles long. Its trains departed from the opposite side of the boat landing and ran roadside and under the bridge, stopping for cottagers en route. Its far terminal was Erie Beach. The engines were Forney tank types from the New York City elevated line. So were its wooden cars, distinguished by their jerky starts and stops and their coal-smoke aroma. On that summer day in 1927 one of the Forneys spoke her own protest to the Peace Bridge. Her whistle piercing the address of one of the speakers was heard via radio around the continent. I bring up this incident now because 1977 is the bridge's 50th anniversary.—William C. Kessel, 99 Center St., Hamburg, N.Y. 14075.

The Personality Parade

KEN FEGLEY, a Reading Railroad conductor, left his home at 415 Rockcliffe Rd., Rte. 2, Emmaus, Pa., to buy a pot roast and onions for supper. He never made it. Suffering a

heart attack and cared for by his wife, Faith, a registered nurse, Ken did not return to work until the next May 13th. Then he was shocked. His own physician said he was OK, but the company doctor would not let him be a conductor again because of his heart condition. So Ken had to be a flagman.

This galled him, after 31 years of railroading. He tried every means he could think of to get the ban lifted. No luck. Finally, after six years of flagging as a "heart case" and armed with a heart specialist's testimony that he was now cured, Ken was examined by another company doctor. This one cleared him. Getting back his old job as a conductor restored his pride and raised his pay.

(*Ed. note:* I don't know what kind of treatment Ken Fegley had, but I have read technical books telling of the major role played by nutrition, including vitamins E and B complex, especially E, in preventing and/or treating circulatory ills. Such books are available in health-food stores anywhere or from Rodale Press, located in Ken's home town at 33 E. Minor St., Emmaus, Pa. 18049. This note is printed as a service to readers.)

AFTER finishing his first book, Stanley Hayden wrote a first draft of *Voyage* more than ten years ago. He bought an 1890 mahogany-paneled railroad car, which he had towed out to Sausalito, Calif., and lived in it for several years. He completed the novel, tossed it aside as no good, and wrote it again.

"Meanwhile," he says, "I was drinking myself to death. Around '68 I stopped that. I thought I'm just gonna drift for a while. If I can't write a novel, who cares? Who's waiting?"

JACK ELLETON, an 81-year-old streetcar motorman, now retired, of Crows Nest, New South Wales, Australia, won $200,000 in a lottery, but delayed telling his wife, Elsie, because she had just undergone heart surgery and doctors feared the shock of good news might kill her.

TRAPPED in an unheated boxcar for six days, a 27-year-old tramp, Tom Harrison of Seattle, was found with arms and legs frozen when the train pulled into Chicago's South Side freight yards last December 3rd. He had boarded the train thinking it was bound for Portland, Ore., but had a long ride over the snow-swept Rocky Mountains. It was his last journey. Tom died in a hospital.

ALTHOUGH Bill Reedy is 91, he still loves to talk about his many years on the railroad. The other day, according to the *Locomotive Engineer,* he said: "I went down to a sawmill town on a log road in Louisiana for my first job. That was in 1902 and I was only 17. I worked on a saddle-tank wood-firing engine."

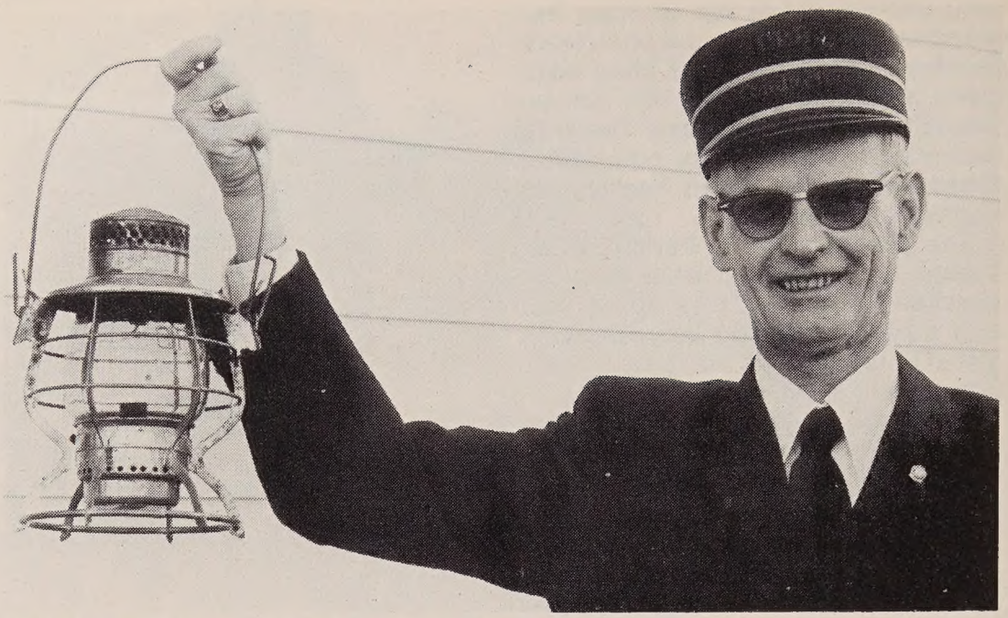
In 1906 the year *Railroad Magazine* was founded, he went to a telegraph school in Cincinnati, but got his next railroad job as a fireman for the Louisville & Nashville. He recalls: "They didn't burn anything but 'swell belly,' a fine coal that caked up easily, coal that came from their own mines near Birmingham. I would have to get under the engine and shake the grate to break up the clinkers."

The next year he returned to his home town of McComb, Miss. and hired out on the Illinois Central.

"We received $4.38 for firing an engine for 150 miles. We burned 15 tons of coal and it took up to 20 hours to make the trip. That was before the 16-hour law. In 1913 I was promoted to engineer, and I retired in 1950."

PAUL SHINN, 73, misses his 38 years of firing on steam and diesel engines for the B&O so much that he has dressed up the driveway of his home in Evans, W. Va., as a railroad crossing. Dominating the scene are two big, X-shaped white board signs, saying "Railroad Crossing," with reflectors outlining the letters. A few feet down stand two tall switch lamps with red and green lenses in the lights.

THANKS for those flavorful old railroad stories such as those by Harry Bedwell, Maxwell Swan's "Wanderlust," and Haywire Mac's "Pocatello Yardmaster." Only your magazine, it seems, captures the flavor of early 1900 railroading.—Charles Kilbourne, 14706 Willoughby Rd., Upper Marlboro, Md. 20870.



A third-generation railroader, CP Rail conductor Tom W. Clay, says goodbye to a 37-year-old rail career with a wave of his 100-year old conductor's lantern recently at Exshaw, Alta. Tom started as a section hand in '35. CP Rail

MISS KAREN TELESCO was one of the Freedom Train's ten field directors who'd go to cities a month in advance of the train, making arrangements for its visit. Seven million persons visited that train on its 17,000-mile tour to 80 cities bearing some priceless artifacts of American history in addition to replicas of other original items.

Karen had answered a classified ad in *The Washington Post* that offered "occasional travel." It was Freedom Train. Her job included conducting ticket promotions and giveaways, public relations, advertising, writing a staff newsletter, checking out staff hotel accommodations, and non-glamorous things like ordering the septic tanks to be cleaned.

YEARS ago, *Interesting Railfan* Bill Kessel pointed out that the average "rail" or fan is not literary-minded. Another *Interesting Railfan,* Warren B. Crater, asked in our February issue why fictioneer Bedwell didn't point out the details of a certain faulty train order in one of his stories. "Literary probability and all that," Bill says, "just doesn't occur to the typical detailed mind of a railroader."

MEMBERS of the United Transportation Union (but nobody else) can get free listing of hobby notes, swap offers, honors received, meeting info, etc., in the *Bulletin Board* section of *UTU News,* a weekly newspaper published at 14600 Detroit, Ave., Cleveland, Ohio 44107.

MIRED by a sudden freak rainstorm in Nevada's Black Rock Desert, two

Sacramento motorists, Joseph H. Klitz and his wife Mary, couldn't move their jeep out of the soft mud. Fortunately, they were stuck near a Southern Pacific track. The engineer of a passing train noted their predicament and radioed to Reno. The dispatcher there ordered a freight crew moving eastward to stop at the site, pick up the stranded couple, and take them to Gerlach. The Klitzes spent the night at Gerlach, and next morning got help in salvaging their car.

MAIL CAR wants to publish brief news items or anecdotes about recent activities of any of our *Interesting Railfans.*

I LIKE GIRLS, except on fantrips. During my 20 years of shooting rail photos I've never seen any girls as well endowed as those you feature showing an interest in trains.—Curt Tillotson, Jr., 1207 College St., Oxfordl N.C. 22565.

The Canvas Bucket

DURING my early years of firing on the French National system the 231 E. Pacific still had assigned crews. I was then too new to get an engine of my own, but had once worked on a 231E, replacing the regular fireman on his twelve days off. Among other duties, I made the rounds of the engine, shining the brasswork as though she were mine.

Dede, the engineer, didn't miss a square inch. He polished everything: the tool chests, the containers that held our lubricating oil, even the tools. Then he worked in the interior of the tender. On his side, he tidied up all the oil and grease, using brushes and soap, while I took care of the gaskets, the packing, the wrenches, the cotter pins, and the canvas bucket that was part of our tool chest.

We were supposed to use that bucket to wet down the coal or extinguish an emergency fire in the cab before it could spread. But while my engineer was switching, I found the bucket more useful for gathering dandelions to make wine at home, or for picking up little piles of grain or fertilizer that had spilled out while a boxcar was being loaded, or in going for chestnuts while we laid over at Argent-sur-Sauldre. The canvas bucket served an additional purpose in summertime, when we filled it with cold water from a water tower and hung it on the shady side of the cab as a wine-cooler.

Meeting another 231E on the road going in the opposite direction, we had only to spot the number on its smokebox to know which regular engineer was at the throttle. He might be a grumbler, a hell-raiser, or a prac-

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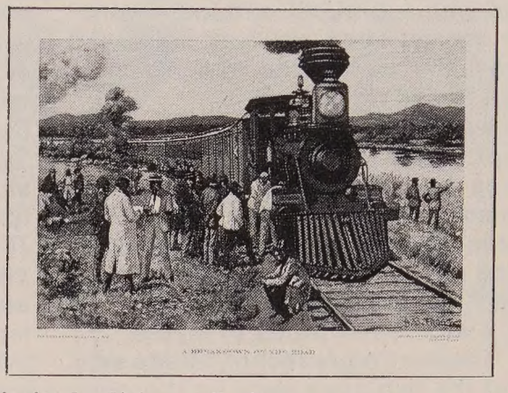

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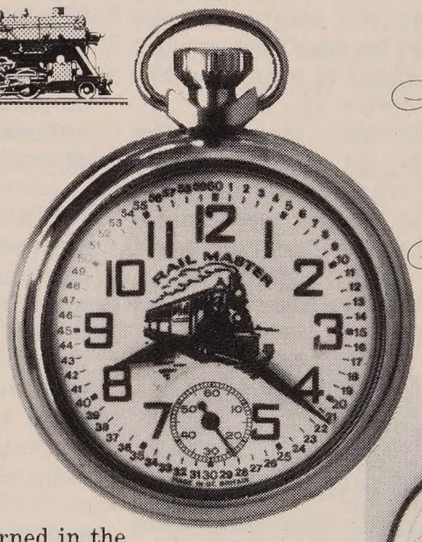

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tical joker. No matter who he was, both runners blew their whistles when the engines passed each other.

One wintry day, when the temperature was below freezing, Dede knew in advance who was coming the other way and he told me to fill the bucket to the brim with cold water.

"When they hear me whistle," he said with a grin, "they'll know who I am and as soon as I say hello, you throw the water into their cab. Be sure to aim right."

Two freight trains were about to meet, each running about 25 or 30 miles an hour. Dede even shut off steam so that I wouldn't miss. The trains drew closer, whistles blowing. Soon the engines were side by side, and I emptied the bucket, a perfect hit. I was rather proud of myself.

"That was a great shot," Dede said, "but the two guys were on the other side of the cab. Did you see who caught the water?"

"No, I didn't. I was busy aiming."

"Well, it was the road foreman of engines! He must be soaked. I saw him in his smock. He was on the fireman's side."

When we got back to the engine terminal and found a little note in our lockers, we knew Dede was right. "Congratulations, wringing wet," it said. "The road foreman is waiting for you." Two days later, we went out on another train and who did we have in the cab but the road foreman himself? Being an old engineer who knew the ropes, he didn't say a word until we were about to meet another train. Then he spoke up.

"Okay, boys, now's the time! Get out the bucket, fill it up, and aim right. There's no road foreman on that engine. But wait for the summer before trying it again when I am in the cab."—Serge Vitry, active French locomotive engineer (translated by Dan Behrman).

Our Monthly Newscast

CANADIAN NATIONAL is considering "going public" and "may be in a position to offer the public the opportunity of purchasing stock in CN subsidiaries some time in the future," said Robert Bandeen, president and chief executive officer of the company, addressing the Vancouver, B.C., Board of Trade. He admitted that "the concept of CN being listed on a stock exchange is enough to boggle a few minds," but said the Government is already considering the idea.

IN A RECENT test of Pullman's "Blue Ox" prototype rail car for wood chips, pulpwood logs, and long logs, 86 tons of 47- to 49-foot long logs were unloaded completely in three seconds! The unique side-discharge car can replace three different cars now in service to the paper industry.

ILLINOIS CENTRAL GULF plans capital expenditures of nearly $105 million for 1977. The budget includes rolling stock, maintenance, and continued upgrading of roadbed and plant. Expenditures for rolling stock will include more than $13 million for 400 new 100-ton coal hopper cars; more than $12 million for rehabilitation at ICG shops of 600 freight cars; $9.2 million for remanufacture at ICG shops of 30 locomotives; $3.6 million for construction at ICG shops of 100 70-ton woodchip cars; $3 million for 100 enclosed superstructures for auto-carrying flatcars, and $1.4 million for construction at ICG shops of 24 diesel prime movers for locomotives.

UNION PACIFIC plans the largest capital spending program in its history for 1977. Total is $246.7 million. It was $155.1 million in 1976. The program includes a previously announced $160 million for new rolling stock consisting of 90 locomotives, 3,079 freight cars, 200 ballast cars, and 315 auto racks; plus another $10 million for miscellaneous work equipment and $76 million for road and fixed plant improvement. Included are laying 350 miles of new continuous welded rail, installation of 875,000 cross-ties, 115 miles of new centralized traffic control signaling on mainline trackage, and continued construction of a major new 32-track automated freight classification yard at Hinkle, Ore.

SOUTHERN RAILWAY has the first and only privately-owned company headquartered in the nation's capital to report revenues of a billion or more dollars in a single year! It achieved the milestone in 1976, when yearly revenues passed the billion-dollar mark for the first time in any year since the company was founded on June 18, 1894.

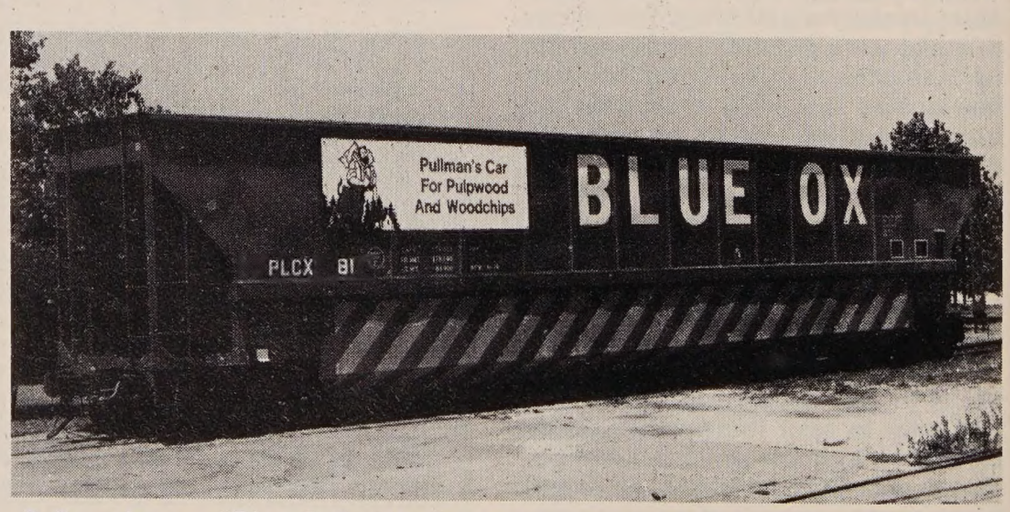
A $970,631.00 contract with the Southern to help train and provide jobs for 1,164 persons this year is announced by the Employment and Training Administration of the U.S. Department of Labor. The one-year agreement continues a similar program conducted by Southern in 1976, which resulted in the training of 1,230 persons and their subsequent placement in various jobs throughout Southern's 10,500-mile system in 13 states.

BEFORE resuming its track rehabilitation program this spring, Conrail conducted a three-months training program for maintenance-of-way men at six locations. This covered a total of 1,198 track supervisors and foremen, welders, bridge and building personnel, machine operators, and engineering-management trainees.

CHESSIE SYSTEM'S big new $9,500,000 microwave system, that went into full operation on January 31st, eliminates most of its communications problems. It means fewer busy signals. Conversations are louder and clearer. Freaky noises and sudden cutoffs should disappear. In addition, service for data transmissions, computer operations, and the control of tarain and car movements that previously depended on telephone lines are vastly improved. And it means a savings annually to Chessie of about $2 million.

BY AGREEMENT with New York City's Metropolitan Transportation Authority, 24 Conrail patrolmen have entered the Transit Police Academy for an intensive eight-week training course in police procedures. The Academy is located at 300 Gold St., Brooklyn, N.Y. State law mandates 320 hours of such training for police officers, both public and private.

ANOTHER ERA ended last November as the final freight run



Pullman's new "Blue Ox" side-discharge car carries wood chips and logs.

took place on the Denver & Rio Grande's Ridgway branch between Ridgway segment was finally abandoned.—*Rocky Mountain Rail* abandonment, the Rio Grande was finally given permission by regulatory agencies to pull up rails in the Uncompahgre Valley, where they had trains since 1887. The 26-mile section was, at one time, narrow gage as far as Ouray and connected with the Rio Grande Southern at Ridgway, part of the "Circle Route" narrow-gage ride. The branch was standard-gaged in the early 1950's, when the Ouray-Ridgway segment was abandoned—*Rocky Mountain Rail Report,* newsletter of Rocky Mt. RR. Club, P.O. Box 2391, Denver, Colo. 80201.

Movies of the Rails

A MOVIE telling the story of an abortive train robbery will be based on *All For Nothing,* a book written by a TV reporter, Larry Sturholm of Portland, Ore., and policeman John Howard, who spent many years researching the case. Film rights were sold to Michael Murphy of Portland. The story is about three brothers, Roy, Ray, and Hugh DeAutremont, who robbed what they thought was a Southern Pacific gold special, only to find no gold. A mail clerk was killed when the RPO car was blown up. The engineer, fireman, and a brakeman were shot to death. Hugh was then 19, his two brothers both 23. Stick-up was pulled near Siskiyou Summit south of Ashland, Ore., on Oct. 11, 1921.

The DeAutremonts were captured after four years of relentless search. Hugh died of stomach cancer in prison. Roy was eventually pardoned but went beserk, had a lobotomy, and is now in Oregon State Hospital. Ray now lives in Eugene, where he is part-time custodian at the University of Oregon. Co-author Howard says profits from the movie, if any, will be split equally with himself, Sturholm, and Ray DeAutremont. Thanks to *Interesting Railfan* Ramona K. McGuire for supplying this information. Further details may be found in our October 1931 issue.

RAILFANS may think they've spotted a movie boner in "Silver Streak," an action adventure set aboard a fictionized luxury train between Los Angeles and Chicago—but director Arthur Hiller knew what he was doing.

The feature from 20th Century-Fox, which ends with the streamliner's crash out of control right through Chicago's rail terminal, stars Gene Wilder and Richard Pryor as two guys seeking to escape from a murderous gang aboard the train.

Several close shots in the movie show the engineer at the locomotive controls inside the left window of the cab. Any rail enthusiast knows the controls are inside the right window of the locomotive, not the left.

But railroad rules don't let a mere movie actor pilot the twin-locomotive, eight-car Canadian Pacific passenger train worth over $3 million. So false controls were installed inside the left window and worked by the actor-engineer, while the train was actually run by an experienced rail hand kneeling out of camera range behind him.

Life in Railway Shack

EARLY in the spring of 1926, when I was a kid of 18 working in the Canadian Pacific roundhouse at Nelson, B.C., the locomotive foreman sent me out to relieve the night watchman on a pusher engine at Farren, B.C., a lonely siding at the bleak summit of the Christina Mountain Range on the Kettle Valley line. Welcoming a change of scene, I eagerly boarded the night passenger train, No. 11, for a three-hour trip to Farren and arrived at midnight. The man I was relieving met me with instructions to take his job right away so he could ride No. 11 to Vancouver that same night.

"One of your duties," he said, "will be to assist the fireman on No. 11 in cleaning his fire every night at this time."

That I did. After the train left, I went over to check the pusher engine, which stood on the sidetrack, and found everything in order. Like all other motive power on the Kettle Valley line, she was a hand-fired coal-burner. My work was easy, just keeping the fire banked and the water glass showing full. So I managed to get some shut-eye until morning.

I had shaken down the fire and got steam up before the pusher crew came on duty at 7:30 a.m. They headed down the grade for their work in boosting freights up the stiff grade. The hogger invited me to make myself at home in their bunk car and share their grub until I could find somewhere to batch. The only such quarters in that desolate area was an old shack nearby that had been used by a trackwalker now assigned elsewhere.

In those days the CPR didn't provide good accommodations for its night watchmen. You simply lived wherever you could. At least the shack had a stove, a couple of bunks, a table, and chairs. I'd had the foresight to bring along some grub from my home in Nelson, so I didn't need to eat any of the pusher crew's

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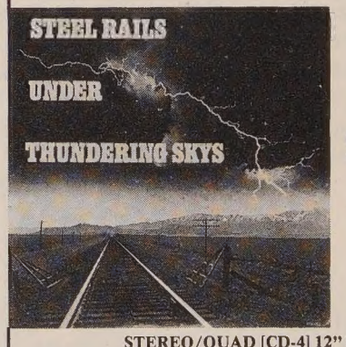

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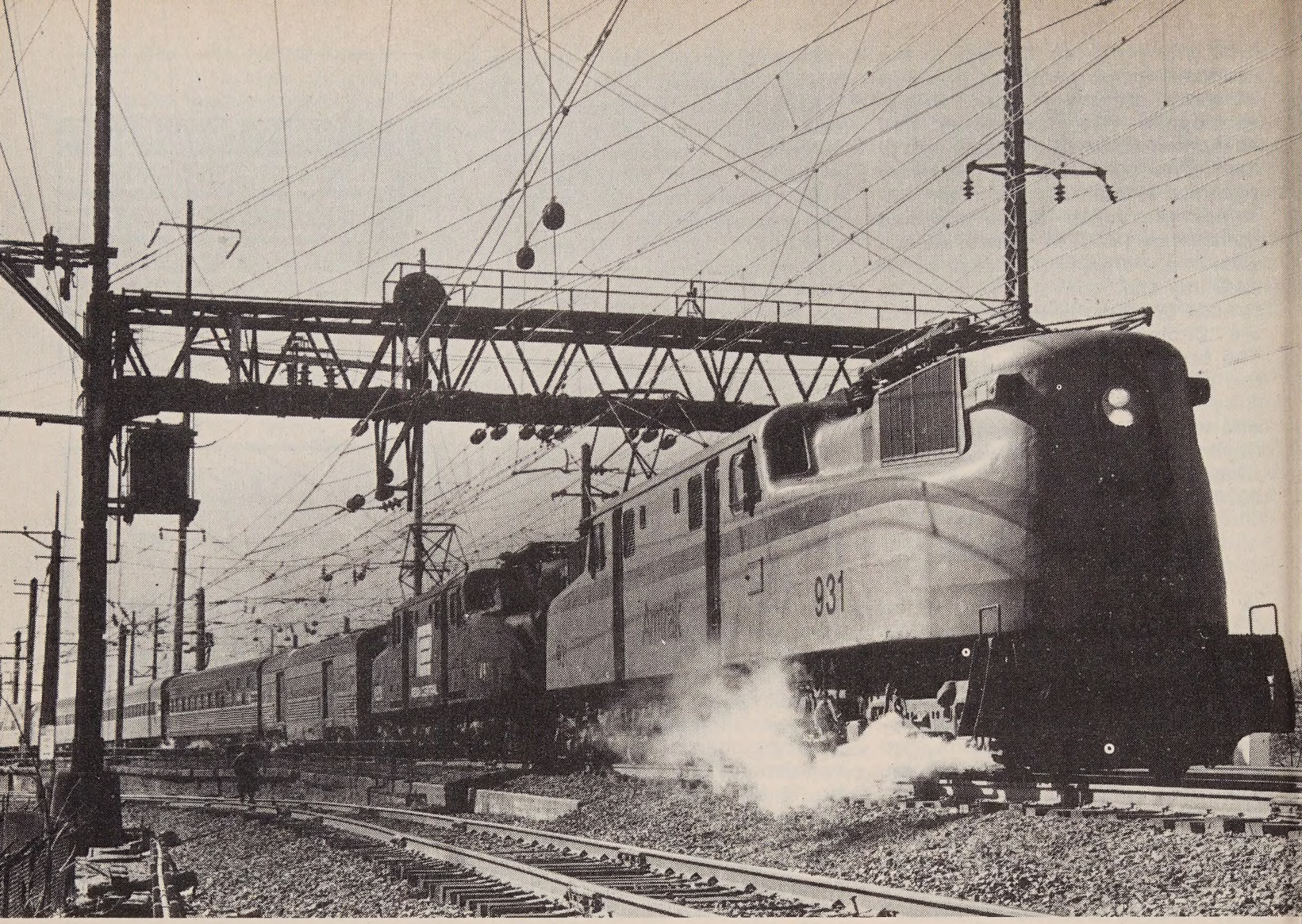

One of Amtrak's finest curved into PC's Zoo interlocking after a stop at Philadelphia's 30th St. Station in Feb. '73. Penn Central GG-1 was included in an otherwise all-Amtrak consist.

Photograph by Interesting Railfan John R. Taibi

food. Around noon that first day, a fellow my own age dropped off a freight train, introduced himself as Jimmie, and said he'd been sent to Farren to replace a man who had quit the job of shoveling ashes out of the pit where engines dumped their ash pans.

Jimmie was a likeable chap and we soon became good friends. As he had no place to board, I let him move into the old shack with me. Life there was pleasant. Having lots of leisure, I helped Jimmie with his onerous job of shoveling ashes out of the pit. Every engine that came through Farren from east or west had to empty its ashes there after the long climb upgrade. My pal also had lent a hand to firemen cleaning the fires on those engines.

In the evening we'd sit in the shack, with Jimmie playing his guitar and singing songs he'd made up. A few days later, the pusher crew got orders to take their engine to Nelson for repairs on a burnt crownsheet. But no order came through for me, so I stayed put, still helping Jimmie and assisting loco firemen to shake down their grates. No relief pusher showed up, all help being made from division points for east- and westbound trains.

The pusher's hogger had told us to help ourselves to the grub they left behind; but as Jimmie and I had healthy appetites we soon ran out of food and had no money to hop freights for a westward ride of a few miles down to the general store to buy groceries. So we both wrote notes requesting our next pay checks in advance. All we had left in that ramshackle hut was a large package of pancake flour, a tin of strawberry jam, and a can of lard. For a whole week we lived on pancakes and jam for breakfast, dinner, and supper.

Although Farren had a little frame depot and an operator and his wife, Jimmie and I were too proud to ask them for food. But finally our checks arrived and we bought decent grub at the store. A few days later an order came for me to return to Nelson. While I waited for my train, Jimmie said he was quitting his job there and going back to his native U.S.A. to hire out as a brakeman. I never saw him again.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W 1NG.

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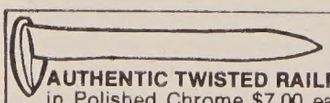

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Overseas Railroading

AN EXPLOSION inside a car in Moscow's beautiful subway on the night of January 8th killed several

persons and injured many others. The official Tass news agency, in a rare departure from its usualy policy of ignoring accidents or disasters in the Soviet Union, issued a brief dispatch saying that a "small explosion" occurred in the Moscow Metro two days earlier and there were casualties. "An investigation is under way," Tass said.

NEARLY half a ton of 10-pence and 50-pence coins in sealed boxes were stolen from a train taking 100,000 pounds in coins from the Royal Mint at Llantrissent, Glamorgan, to London. The consignment was held under security conditions until it was loaded into a train at Cardiff. Seventy-six bags of coins, worth a total of 18,700 pounds, were missing.

AN EXPRESS train rammed into a stopped passenger train at a small station in southern Poland last November, killing 25 persons and injuring about 60. It was the worst train disaster in Poland since 1962, occurring near Czestochowa. The passenger train was making a scheduled stop at Julianka station when the Lublin-Wroclaw express ran into it in dense fog.

A COMMUTER train derailed last January 18th in a suburb of Sydney, Australia, and crashed into a bridge, which then collapsed, killing about 80 persons. It was Australia's worst rail disaster.

IN A MAJOR civil-engineering operation extending over 16 consecutive Sundays, a new and unique concrete trackbed has been installed in Queen Street's 134-year-old mainline tunnel in Glasgow, Scotland, we learn from *British Rail News.* The complex task meant the closure of the high-level station and the diversion to Glasgow Central of mainline Sunday services to and from Edinburgh, Failkirk and the North.

All of the high-level station's 300 daily train movements pass through the half-mile-long tunnel with its steep 1-in-40 gradient. Conventional track in this location requires a lot of regular maintenance. That's because the ballast grinds against the hard rock floor and becomes a powdered slurry. In time this causes the sleepers to sink into the ballast under the traffic.

An alternative was provided by the boffins of British Rail's research and development department. They designed precast, prestressed concrete ladder units which form an ideal base for continuous welded rail.

BYRON BAY, in New South Wales, is all about people and there are a dozen of us, sitting in the long shadows of the late afternoon, outside one of Australia's most unusual pubs. The pub is, in fact, a railway station. The tourist train to Murwillumbah has not long ago paused at the platform, discharged two passengers and pulled out again without the pub's customers missing a sip.

Only three licensed railway stations now exist in NSW. They open an hour before the first train and close an hour after the last train. But no matter how thirsty, how dry, dusty and desperate they may become, a few train passengers cannot keep a bar in business. So in Byron Bay, the railway bar is open.—Al Mann, P.O. Box 3, Drummoyne, N.W.S. 2047, Australia. •

SHE BUILDS A POWERFUL HEAD OF STEAM . . . Pretty Paula O'Connor is just about set to give the powerful 3801 Steam Engine another ride into glory as she models with the two-sided full-color poster highlighting a new color and sound film, "A Steam Train Passes." A native of Australia, Miss O'Connor actually worked at the Australian Consulate in New York City, which is offering the dramatic film in 16mm color. Two posters are available free with each rental and purchase. The poster features important details on the locomotive and shows highlights of the vivid steam age engine on a re-created journey into the past. Rental fee is $5 per day, sliding scale thereafter for 16mm or 8mm. Purchase price is $231 for the 16mm color and sound film and $75 in Super 8mm. Write to Films Officer, Australian Information Service, 636 Fifth Avenue, New York, N.Y. 10020.

David Wilkie, 595 Leaside Ave., Victoria, Canada V8Z 2K9

On Oct. 11, final day of 1976 season, B.C. Railway train 23, with Royal Hudson 2860 on the point, finds itself mirrored in puddle along highway north of Porteau. Despite bad weather, good crowd jammed train.

Scene on the two-foot-gage Sandy River & Rangely Lakes at Rangely, Me., during winter of '06.
Drawn by Michael C. Begole, 104 W. Franklin St., Richmond, Va. 23220

PASSENGER TRAIN SURVEY

RECORD-BREAKING icy cold weather that damaged passenger cars, put locomotives out of service, and impaired operations in two Chicago maintenance yards forced Amtrak to suspend train service for a while on eight routes, mostly in the Midwest.

In the coldest areas Amtrak reported water pipes bursting in passenger cars, watering and fueling facilities frozen solid, water mains cracked in one Chicago maintenance yard, resulting in six inches of ice over the tracks; switches in tracks frozen, and locomotive auxiliary steam boilers failing at a high rate. Naturally, such failures caused much discomfort and inconvenience to passengers.

To maintain reliability on routes carrying the most riders, Amtrak suspended service in the affected zones having the fewest passengers. These suspensions were in force for the duration of the weather emergency and included:

The *Inter-American* (St. Louis Laredo, but this train continued to run between Chicago and St. Louis, and a substitute bus service was arranged to move passengers between Laredo and another Chicago-Texas train at Fort Worth).

The southbound *Abraham Lincoln* and northbound *State House* (both on the Chicago-St. Louis route. Two other trains in each direction continued to run).

The *Blue Water Limited* (Chicago-Port Huron).

Also, to increase passenger comfort and train reliability during the cold spell, Amtrak stopped using the old, steam-heated passenger cars on two trains and replaced them with new, electrically-heated, Amfleet cars. It took a few days to implement this equipment change on the *Riley* and the *Panama Limited,* Chicago-Memphis-New Orleans. Sleeping-car service on both trains was temporarily suspended during the shift in equipment. This was the first time in Amtrak's 5½-year history that it had to suspend service indefinitely for any reason.

RIDERSHIP on Amtrak trains during 1976 rose 7.3 percent over the previous year—18,618,000 as compared to 17,350,000. Passenger volumes went up on all types of Amtrak trains: long-distance, short-distance, and special runs. They carried 1,690,000 passengers last December, up 9.5 percent over the 1,544,000 for December 1975.

And 1976 was the year Amtrak acquired the Northeast Corridor and put over 75 percent of its short-distance passengers into new trains. Both moves were important. The decision to buy the Northeastern properties of bankrupt railroads made Amtrak, for the first time in its history, an operating railroad, with 722 miles of its own track and 130 stations.

As the year ended, Amtrak was dispatching its own trains between Boston and Washington and maintaining its own right-of-way. Its new passenger cars had begun arriving in substantial numbers early in 1976. Conversion from old to new was dramatic enough so that by year's end more than three out of every four passengers on short-distance Amtrak trains were riding in new cars.

AMTRAK and the French National Railroads are now selling each other unlimited travel passes. Under the agreement, effective February 1, French National sells Amtrak's U.S.A. Rail Pass at six locations in Paris and in six other French cities. The U.S.A. pass is good for unlimited coach transportation on any of Amtrak's non-Metroliner services and on the Southern Railway. Amtrak sells the French pass, *France-Vacances,* at its ticket offices in Washington, Philadelphia, and Boston.

EFFECTIVE March 13th, all rail commuter service may be discontinued on five lines between Boston's South Station and Providence, R.I., and Needham, Franklin, Stoughton and Framingham, Mass.

The Regional Rail Reorganization Act of 1973, as amended, required a subsidy commitment by Sept. 27, 1976, to continued passenger service operating with deficits. The Masschusetts Bay Transportation Authority, responsible for transit planning and funding in the Boston area, failed to offer such a subsidy. So, as the Act required, the passenger runs were due to end.

Conrail had been operating the trains since April 1, 1976, for MBTA, which owns the trains, tracks, and stations within Massachusetts. The service covered 86 trains on Monday through Friday, also 34 on Saturdays, and three on Sundays, carrying about 6,000 persons on an average weekday.

A SPECIAL task force to study ways to encourage the use of art, good design, and architecture in the development of Federally-funded transportation projects has been appointed by the U.S. Secretary of Transportation. A Federal grant of $25,205 goes to the Cooper-Hewitt Museum of Decorative Arts and Design in downtown New York City for an exhibit, entitled "The Subway," to be displayed in and around transit stations in New York. (The Museum was founded by pioneer locomotive builder Peter Cooper.) Supplementing that grant is $25,000 from the National Endowment for the Arts. For details phone Dorothy Globus at the Museum: (212) 860-2011.

A LANDSLIDE in Quebec forced the Canadian National to find alternate routes for rail passenger service between the Maritime province and Quebec for at least a week while the debris was being cleared away. It occurred last December 16th on the mainline 148 miles west of Campbellton, N.B., damaging a quarter-mile section of track.

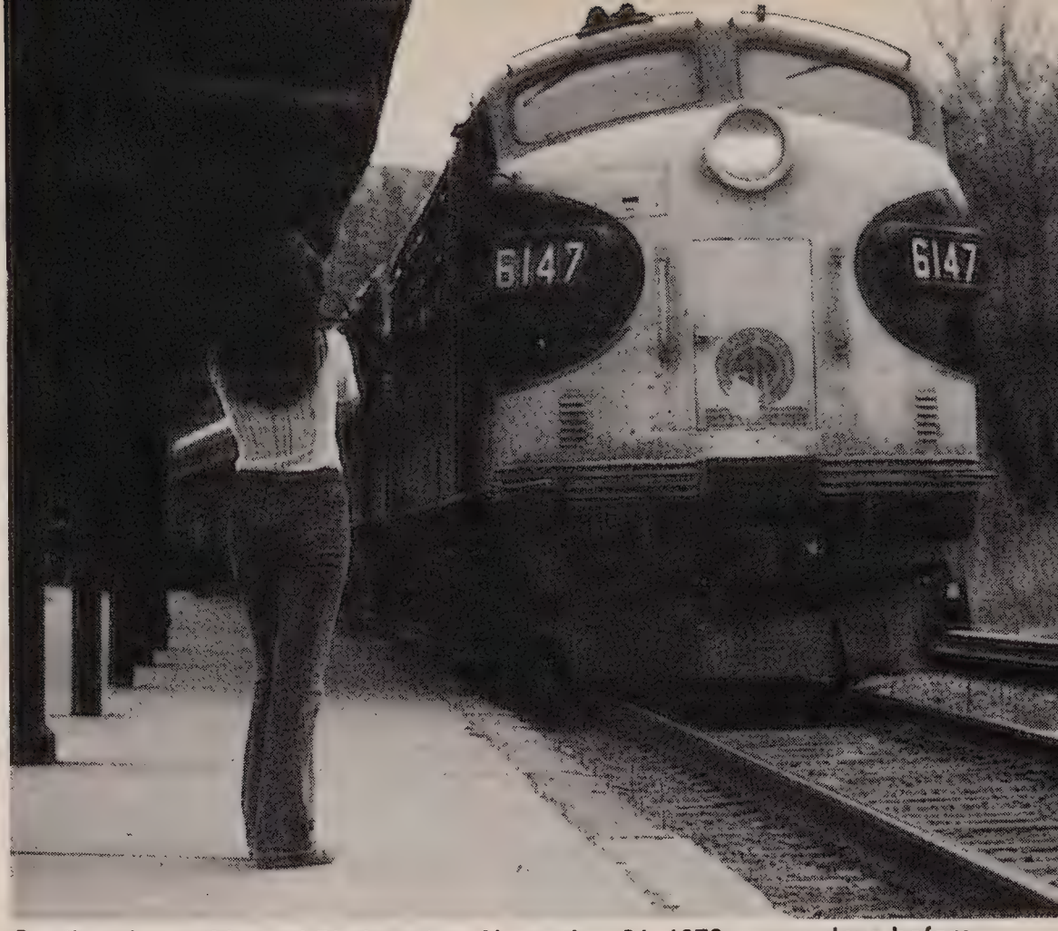
"THE AUTOMOBILE," chief competitor of rail service, "has not merely taken over the street," according to James M. Fitch, "it has dissolved the living tissue of the city. Its appetite for space is absolutely insatiable; moving and parked, it devours urban land, leaving the buildings as mere islands of habitable space in a sea of dangerous and ugly traffic. Gas-filled, noisy and hazardous, our streets have become the most unhumane landscape in the world."

Down by the Depot

THE WRECKER'S BALL had already dealt the first destructive blow to the Homestead (Fla.) railway station before concerned citizens' cries of "Halt!" were heard, reports Richard E. Fisher.

One of the last fading remnants of Henry M. Flagler's Florida East Coast Ry. was about to be razed in the name of progress. However, the depot, which for over 70 years had withstood the blistering heat, torrential rains, and fierce winds common to South Florida's "Hurricane Alley," would win yet another battle for survival. Members of the Homestead Historical Society organized an "SOS" (Save Our Station) Committee. With the help of military men and women, and equipment from nearby Homestead Air Force Base, set about the job of moving, repairing, and restoring the old station.

Since 1903 the depot had stood on Flagler Street, named for the rail-



Southern's northbound *Piedmont* on November 21, 1976, seven days before being discontinued, was snapped by Vicki Dalton at Lynchburg, Va.

Rick Johnson, 1312 Garfield Ave., Lynchburg, Va. 24501

Lt. Jay Potter, RD#1, Box 122A, Wheeling, W. Va. 26003

Southbound *Gulf Coast Special* with Seaboard Coast Line 521 and 663 arrived at Charleston, S.C., on mild March 9, 1969.

The Florida Pioneer Museum, in Florida City, is full of railroad and South Florida historical pieces. The building itself was erected by Henry Flagler, of FEC Ry. fame, as living quarters for construction foreman's family.

USAF photograph

way's founder, alongside once-thundering tracks which now service only sporadic freight traffic. But to save the building, it had to be relocated four miles away in Florida City, home of the Florida Pioneer Museum. The latter is dedicated primarily to preserving relics from "the railroad that went to the sea."

After the station building had been set firmly in place at the Museum, military men began the job of transporting historical documents to the museum. They also cleaned the station, which is scheduled to be restored and converted into a spacious relic display area.

LAKE SUPERIOR Museum of Transportation and Industry at Duluth, Minn., is $45,000 richer, due to the "Great Depot Sale" of last November and the contributing work of many DW&P employees. To earn money for restoration of antique pieces of railroad equipment, the Museum and its volunteers gathered obsolete office equipment, furniture, old school desks, and railroad items, including cabooses, for the sale in the Duluth area. Several thousand people attended and bought just about everything on sale.

WALLACE WRIGHT, JR., a developer, has made a second proposal to lease his St. Louis railroad station to Amtrak, and his offer is being considered seriously. He bought the old station several years ago, but his first proposal was turned down and the agency took steps to build a new station.

One problem with the original proposal was the physical layout of the old station, which would have forced trains to back in and out. The platforms were too short for longer trains.

AMTRAK has announced plans to improve seven passenger stations along its two Michigan routes—Chicago-Detroit and Chicago-Port Huron. They are Ann Arbor, Battle Creek, Jackson, Kalamazoo, Niles, Port Huron, and Ypsilanti. An earlier major renovation program was announced for Amtrak's Detroit station.

NORTH CREEK Railroad Station complex in upstate New York, where Theodore Roosevelt learned of the death of William McKinley and of his own succession to the Presidency, has been listed on the National Register of Historic Places and made eligible for Federal grants for preservation. The station now belongs to the Delaware & Hudson.

Also recently added to the National Register of Historic Places is Philadelphia's famous old Reading Terminal. This edifice is in the path of the Market Street East redevelopment project. Plans have long called for its demolition with the completion of the $307 million center city commuter tunnel, connecting Reading Terminal and Suburban Station at 17th Street and JFK Boulevard. The U.S. Deparment of Transportation is expected soon to approve a contract providing the city with $240 million, the Federal share of the tunnel's cost.

"We have an open mind as to ideas about the terminal," a Redevelopment Authority spokesman said when told of the landmark designation. "There are so many things that are not resolved."

Reading Terminal is the only surviving single-span train shed in the U.S. and one of the largest ever built. The skylit shed, with a marketplace underneath, was built in 1891.

HOW WOULD you like your own little private ghost town, complete with a picturesque railroad station? Well, Rhyolite, Nevada, was recently put on the block by its owner, who will include the depot with the 400 acres to be sold. Rhyolite dates back to the early 1900s, as a short-lived boom town about 140 miles north of Las Vegas and over the hill from Death Valley. If interested, just break open that piggy bank and send $250,000 to Frederica Heisler in that smog-free country.

The old Rio Grande Southern depot in Telluride, Colo., has been sold to Telluride Ski Co., developer of the nearby ski area and group of condominiums, reports the Colorado Midland Chapter of NRHS. It was bought years ago by three Midwest railfans for about $2,000 each. Last fall they decided to sell the property to the ski developer for . . . $360,000!

These two news items came from *Rocky Mountain Rail Report*, newsletter of the Rocky Mountain Railroad Club, Box 2391, Denver, Colo. 80201. •

Scene of great rail activity, steam and diesel, for over fifty years, Richmond's ex-Union Station will be developed by the Science Museum of Virginia with its first permanent facility. The exhibit-program-demonstration areas, due to open early this year, will be located on ground floor.

Dr. M.D. Monaghan.

Interesting Railfan Number 172

DAN MONAGHAN

by Freeman Hubbard

THE NATION needs more energetic and talented railfans like Dan Monaghan. Besides being curator of the Age of Steam Railroad Museum in Dallas, Texas, he has probably worked harder and more effectively than anybody else to get Amtrak service in the Dallas area. He is a past president of the Southwest Railroad Historical Society and writes an Amtrak news column in its monthly publication, *The Clearance Card.* And much more, as you will learn shortly.

"Every reader of *The Clearance Card* is aware of his articulate way of getting a point across," says John A. Mills, a supervisor of Amtrak station service. "Dan is versatile. His knowledge and experience would fit him for many different jobs such as editor of *Railway Age,* general manager of the Ft. Worth & Denver Railway, as his father was; the organist in a large church, the conductor of his own name band, or a history professor at a major university."

His full name is Dr. Marvin Daniel Monaghan, optometrist. Typical of his lively style is this quote from a letter he wrote to Paul Reistrup, president of Amtrak, regarding wee-hour Kansas schedules and employee morale:

"If they are aggressive enough to sell tickets at 4 o'clock in the morning, then, by God, they should be given a chance to do so. In fact, a person who cares may sell more tickets at 4 a.m. than someone who doesn't care sells at high noon. Amtrak has some lead-pants employees who'd be delighted to have one train instead of two if it meant less work. Railroad history is rife with ambitious people who have left the industry because they were presented with no challenges and because their enthusiastic efforts to serve the public and their company continually ran into brick walls.

This correspondence was connected with efforts of the National Association of Railroad Passengers to re-route the *Southwest Limited* through Topeka. In 1973 Dr. Monaghan was interviewed on TV just after efforts to get direct service between Dallas and Houston had been stymied by Southern Pacific opposition. Regarding SP officials, he said on the air.

"They're more interested in hauling cornflakes and sheetrock at 70 mph than passengers. We've lost another battle, but this war isn't over yet."

IF WE WERE running a team, we'd like to get Dan on our side. Jim Bryant, Amtrak's national director of public services, says:

"Dr. Monaghan is bent on improving rail passenger service and has briefed himself well on track and signal conditions in the Southwest. I remember sitting in on a meeting he had with Reistrup. They had met briefly in Dallas, and Dan wanted to see Reistrup again when he came to Washington for a board meeting of the National Association of Railroad Passengers.

"He gave the Amtrak head one of the best and most concise presentations I've ever heard. He didn't waste an instant of Reistrup's time, and Reistrup said later it was a grand meeting. Dan had an answer to every question that came up about routes, schedules, cost of improvements, estimated revenue, and types of equipment. Their session went past the 30 minutes Reistrup had allotted, and a staff meeting with his vice presidents was held up by that discussion."

The good doctor's thorough-

Cotton Belt mixed train caboose 2332 at Age of Steam RR Museum, Dallas.

Photo by Dan Monaghan

ness is evident in his handling of correspondence. He often takes time out—usually after lunch—in his optometric office to write letters to Amtrak, the Federal Railroad Administration, the U.S. Department of Transportation, and to newspapers rebutting anti-Amtrak articles that occasionally appear.

Despite his droll sense of humor, he takes his railfanning seriously and sharply criticizes things he regards as stupid. For example, he kept finding fault with the *Inter-American's* reverse train operation at Fort Worth, where the engines had to run around the train and haul it backward from Fort Worth to Laredo, until it was changed.

Dan has worked a great deal with news media in the Dallas area, pointing out occasions when he thought certain railroads were trying to hoodwink the public. One day he took a Dallas television film crew on a motor vehicle chase of the SP's hotshot freight *Blue Streak,* which ran over track between Hearne and Corsicana that the SP said was too bad to handle passenger trains. While pursuing the fast freight from a parallel highway he went up to 85 miles an hour. A stopped-up radiator almost aborted the chase, but they arrived in a cloud of smoke to complete the film, and it made great TV coverage. A similar chase by helicopter occurred later.

Dan's persistence boosted Amtrak's decision to run the *Inter-American* and then to run it daily through Dallas. Although that city has a much larger population than Fort Worth, Amtrak has been slow to give it comparative train service. That situation is changing, however, and our *Interesting Railfan* is still pushing for a Dallas-Houston train. He feels that, due to subsequent changes, the Katy now offers the best cost/benefit ratio for improved Texas service and is advocating the use of its Dallas-Taylor line for both Houston and San Antonio in combination with SF and MoPac trackage.

He is also instrumental in saving antique railroad equipment from the scrap yard. A few years ago the City of Garland, Texas, a Dallas suburb in which he lives, bought the old Santa Fe depot there, moved it a couple of blocks to a park, and restored it. Then the ATSF donated a 70-foot wooden-bodied coach to the Garland Landmark Museum. Built by Pullman in 1910, it was originally a smoker. Later it became a living car for the foreman of a railroad bridge gang. Retired in 1974, it was stored in the Santa Fe yard at Slaton and was offered as a gift to the Garland museum. Dan drove to Slaton, inspected the old car, and encouraged the local people to accept it, which they did.

"That car, not far removed from the rococco era," he said, "makes a perfect companion for the antique station."

The *Southwestern Limited* cars at the railroad museum. Photo by Dan Monaghan

BORN at Wichita Falls, Texas, on March 14, 1926, Dan inherited a love of railroading from his father, Marvin G. Monaghan, who spent 44½ years of his fruitful life with the Fort Worth & Denver, the Texas subsidiary of the Burlington Route. After hiring out as a clerk and timekeeper on the FW&D at age 18, Marvin worked his way up to trainmaster, then division superintendent, and finally general manager.

"Dad was an entrepreneur of the old school," his son says proudly. "He ran his passenger trains at 70 mph and on time and did well with freight, too. He believed that top-notch operating and sales organizations working together spelled success. He felt that both branches of services should maintain a close grassroots rapport with the customers. And he strictly enforced Rule G, safety being a prime factor. He boasted that although Texas itself was a wet state, a 100-foot-wide strip of it 750 miles long, namely the FW&D Railway, was dry."

In 1963 the old man retired. Thereafter, he and Dan's mother lived next door to the son for nine enjoyable years of retirement until he passed away in 1972. She followed him across the Great Divide a year later.

Wichita Falls, where Dan spent a happy boyhood, offered a variety of railroads and many opportunities to watch steam trains. The FW&D main line operated two passenger trains a day each way between Dallas and Denver, while a gas-electric car ran to Abilene daily over its subsidiary Wichita Valley Railway. Dan often rode that car. It carried passengers, mail, baggage and express, occasionally hit cows, automobiles, and pickup trucks, and lasted until after World War II.

At the same time, a passenger train running over a branch line into Wichita Falls connected with the famous *Texas Special* at Deni-

son. The Katy also operated a through service to Dallas via Whitesboro, competing to some extent with the FW&D. Usually the Denison trains were pulled by light Pacifics or Ten-wheelers, sometimes by one of the many ancient 4-4-0's that the M-K-T kept on its roster long after they had disappeared elsewhere.

OTHER roads in the area that the growing railfan loved to watch were the Wichita Falls & Northwestern branch of the Katy, which had high-wheeled American types, and the little Wichita Falls & Southern, about as typical a grass-roots shortline as you could have found anywhere, operating only mixed trains.

"During the early thirties," Dan recalls, "I remember also the Wichita Valley branch, which connected with the Rock Island in Oklahoma. A disastrous flood wiped it out in the mid-thirties. No. 38, a 4-4-0, was its one remaining engine from those with which the FW&D had originally begun business. She was seldom used after the flood, but was often decorated for jubilees and other celebrations, and finally went to the junk yard for the war effort.

"Both the FW&D and the Katy had large roundhouses in Wichita Falls to care for the many steamers operating into and out of the city. I have pleasant recollections of the Sunday afternoons when Dad took me to visit them and let me climb into the cabs and watch the action. It was somewhat of a status symbol for me to make such trips, as the companies were rather strict about visitors.

"The FW&D roundhouse was an ancient wooden structure, drab but exciting, with seven or eight stalls adjacent to a newer brick section with five or six stalls. I had fun occupying the tiny control house of the turntable and riding it around with the engines. Nearby stood a blow-down facility. Steam locomotives would pull up to it to blow down their boilers, shooting the steam skyward, thus avoiding complaints from housewives in nearby dwellings who objected to the noise and dirty steam while hanging washes on the line."

Back in those days the FW&D had quite a collection of old 60-, 70-, and 80-foot wooden and steel-plated coaches that had been downgraded from regular service but were kept for frequent football specials. Heavy Pacifics usually pulled them, sometimes with a couple of old Katy cars also when traffic was heavy, and Dan Monaghan played in the band which accompanied them. Little did anybody know then that some day World War II would force the ancient equipment back into service on troop specials.

Good view of Age of Steam Railroad Museum in Dallas Fair Grounds.
Photograph by Dan Monaghan, Curator

In 1934 Dan was thrilled when the *Pioneer Zephyr* came into town on a publicity run. Another highlight of his youth was his first view of the E5 EMD stainless-steel passenger diesel.

"I wish I had a nickel for every time I met the *Texas Zephyr* during the 27 years it stopped at the Amarillo and Wichita Falls stations," he says. "To me, its discontinuance in 1967 was worse than the loss of a brother. Dad and I made the last run from Dallas to Amarillo and back. I remember, too, the FW&D's first air-conditioned car. It was an oak-paneled diner-lounge borrowed from the CB&Q, and began operation in the mid-thirties."

MANY A NIGHT during the war Dan went out with his dad, who stationed himself at a remote call-box to assist the dispatchers in getting orders to the trains when traffic was particularly heavy. One week-end in 1962 the old man reserved the FW&D business car, had it coupled to the rear of the *Sam Houston Zephyr*, and took his wife and son and Dan's wife on a mile-a-minute-average run to Houston. The car's speedometer registered 79 mph almost all the way on the then well-kept Burlington-Rock Island's line between Dallas and Houston—a route now in an appalling state of neglect.

In 1941 Dan moved to Amarillo, living within five blocks of Northern and Texas types rolling over the Santa Fe mainline. Three years later he joined the Navy because it promised a nine-months course in radio and radar electronics. One of the places where he was trained was near Honolulu, where he witnessed the resurgence of the narrow-gage OR&L.

His first paid job was playing clarinet and alto saxophone in dance bands while in high school. Later he graduated from the University of Texas with a bachelor's degree in Physics and from the Northern Illinois College of Optometry in Chicago with a Doctor of Optometry degree. He currently practices his profession in Garland in his own office building.

In 1951 he fell in love with Ruth Carolyn Rice, a Methodist preacher's daughter living in Sulphur Springs, Texas. She is tall, well-built, and quite good-looking with a talent for business administration, in which she holds a university degree. They met in her father's church.

"My first impressions of Dan were his versatility—he could converse entertainingly on many subjects—and his compassion for animals," Ruth recalls. "During our year of courtship I learned also that he was patient, understanding, and fair-minded. These traits, plus his skill in caring for his patients' visual needs, convinced me that he was the one man I wanted to spend the rest of my life with. Besides, I was more than casually interested in optometry."

Her father married them in his church. The bride became Dan's office manager, book-keeper, and factotum, a position she has held ever since. In addition, she serves on the executive board of the auxiliary to the American Optometric Association.

"Our wedding ceremony," says Dan "was timed with the departure of the Cotton Belt's eastbound *Lone Star* train. To avoid pranksters, I had taken my automobile to a point down the line earlier in the week. After the wedding reception and about ten minutes before train time, my father whisked us away to the railroad station while the would-be practical jokers vainly searched the town for my car. Our getaway was in a coach of the Cotton Belt's *American Flyer.*

DAN IS A MAN of medium height and build, weighs 162 pounds; has black hair and green eyes, a ready smile, and an even disposition. One of his many hobbies is photography. He began like most of us, with a Kodak box camera, but has since used a pre-war Rolleicord, an Ikoflex, an old Kodak Pony IV, an ancient Agfa with folding bellows, and an old spring-wound Kodak regular 8 movie camera.

For subjects he prefers rail passenger service, including stations, but tries to avoid showing people in his pictures "since they

Dan Monaghan's pretty wife, Ruth.

detract from the principal object," he says, "unless there is a specific reason to show them. But I have no objection to human interest railroad shots in books and magazines." He has photographed the Mexican railways extensively.

His reading matter includes books about passenger trains, railroad and model magazines, a motor periodical, magazines of current general interest, and technical material pertaining to his profession.

"I can't ever remember a time when I didn't have a fascination with railroads," he says. "Riding a train is a travel experience which can't be compared with other modes of travel. It's just a different *thing.* For me it's no different from the kick a fisherman gets from pulling a big fish out of the water, or a ball fan when the runner goes over the goal line."

He is also an amateur radio operator, operating mostly on 20 meters side band and he restores antique Nash automobiles.

For him, a gratifying event is the metamorphosis of Dallas Union Terminal. For years local rail buffs have felt this edifice had the perfect ingredients to become a multi-modal transportation center, even under railroad operation before it closed in 1969. Dan and other fans had often written letters to the newspapers about it and promoted the concept in every way possible, knowing it was a long shot but hoping nevertheless.

Then, answering a long-cherished dream, the City of Dallas entered into a unique public-private project for upgrading the Terminal. It is being financed by municipal bonds and the Hunt Investment Corp. The total complex, including a luxury hotel and restaurant tower, is estimated to cost $210 million. Working closely with all parties concerned, the Southwest Railroad Historical Society is proud of what will, in another two years or less, crystallize into the nation's most elegant and spectacular transportation center. Construction has already reached the halfway mark.

BACK in 1961 The Southwest Railroad Historical Society was organized to preserve railroad history of that area and provide rail-related activities for anyone interested. Its monthly newsletter, *The Clearance Card,* was edited for 12 years by Charles Mizell and subsequently by Burt Blanton, with Dan Monaghan as associate editor. Dan was elected secretary of the Society in 1964, president 1965-'66, and curator in 1967, a position he still holds.

Soon after the Society was organized, the State Fair of Texas offered to develop jointly with it a railroad museum, with the Fair providing the necessary property, fencing, and security, and the SRHS being responsible for collecting, restoring, and exhibiting the acquisitions.

This came at a fortunate time. The railroads were disposing of their heavyweight cars and steam rolling stock and could get tax write-offs by donating some of them to the Museum. One successful goal of the Society was assembling a steam-powered, seven-car, heavyweight passenger train reminiscent of the Golden Age of railroading, each car being different in function and coming from a different Southwestern railroad.

The Society has acquired three other passenger cars, five steam locomotives, including a Union Pacific "Big Boy," a three-car freight train, a Santa Fe gas-electric with a streamlined round-end coach for a trailer, a New Orleans trolley, and a turn-of-the-century Dallas station. A steam boiler and numerous other

artifacts also came upon the scene, so the area is arranged like a depot scene in a moderate-size city of about 50 years ago. Their business car is the *Texland* from the FW&D, often used by Dan's father. Restoring the rolling stock was, of course, a gigantic task, but this is being done with the help of volunteer workers and the use of an effective rust-control chemical and a wood preservative. The Museum is functional in many ways, as several air-conditioning and heating systems were restored. Various cars can be used for meeting and other purposes in addition to exhibits. A recent event was a "Dinner in the Diner" of the display train, the meal being prepared and served by Society members.

SRHS membership is about 200, about half being in the Dallas area. Some 350 copies of each issue of *The Clearance Card* are mailed to members and others. Dues are $8.50 for voting members living in the Dallas area, $6.50 for associate memberships. Family membership $2. No initiation fee. Membership inquiries should go to the secretary, David W. Cox, 921 Treasure Rd., Garland, Texas 75041.

The Society has published a 600-page book, *Iron Horses of the Santa Fe Trail,* by E.D. Worley, with 1200 illustrations and 500 diagrams. Also a booklet on *Humor Along the Katy Line,* and an illustrated brochure of the *Age of Steam* exhibits, which may be had for $1 plus postage and tax. "The Switchmen's Corner," located in the baggage car of the display train, features rail souvenirs. Mail orders may be sent to Roland B. Peterson, 7226 Wentwood Dr., Dallas, Texas 75225.

"While I had to be a jack-of-all-trades as curator of the Museum," says Dan, "mastering painting, electrical, mechanical, glazing, pipe-fitting, etc., I enjoy most of all the restoration of passenger cars. After months of filling, smoothing, sanding, and other preparations, it is a joy to work with a spray-gun one day and a few hours later stand back and view the fruits of labor which result, let's say, in a rich Pullman-green livery ready for gilt lettering just as if it had just come from a paint shop of 40 years ago."

Office of Dr. Marvin Daniel Monaghan, optometrist, Garland, Texas.

J. GILSON WILDHAGEN, president of the Society, comments: "As curator of our museum, Dr. Monaghan excels in just about all he undertakes. A Sunday afternoon in August, under a hot Texas sun, may find him applying tar on a Pullman car roof or operating our 0-4-0 yard goat (lawn mower), or a rainy October day might find him under our Katy diner installing new plumbing. He is equally qualified for speaking to the Mayor or Dallas City Council or at Amtrak sessions in Washington or NARP meetings in Chicago, all on behalf of better rail passenger service."

One day, early in their acquaintance, Dan invited H.C. Prichard and his wife, Anne, now long-time friends, to his place. When they arrived, Anne was startled to find a pet skunk making itself at home there. On one of Ruth's birthdays, when the Monaghans and Prichards went camping together, Anne drove them to the east portal of Moffatt Tunnel and waited for over an hour while Dan took pictures. "On another trip," she recalls, "we covered 3,545 miles of Western states in 17 days."

Dan is tender-hearted about animals. His mother used to have stray cats dropping in for dinner and staying with her permanently. Dan's house is like that. A little female puppy followed him around for an entire afternoon at the Dallas Museum, begging for attention. She was covered with burs and ticks and was famished. Dan just couldn't stand it any longer. He took her home, removed the burs and insects; named her Cinder Belle, and made her a member of the family."

His pets today include Elf, a Dachshund, and an elderly male cat named Sparky and a young female cat, Calico, which recently gave birth to four rollicking kittens, and a cockatiel named Tiki. Besides that, he is known to have provided food and shelter for three stray dogs and one cat at the Museum, and at times he did the same for other animals.

The Monaghans live in a three-bedroom brick house, their address being Box 40609, Garland, Texas 75040. When Dan first moved there in 1952, Garland had a population of about 2,000. Now it has some 135,000. But the Monaghans, not having any children, are in no way responsible for this ranaway growth.

"My railroad interest," Dan says, "includes prototype and modeling, photography, history, museum work, trips, organizational work, Amtrak—you name it. Railroad pictures adorn our home. I also have railroad artifacts and a modest railroad library."

He never smokes and his consumption of alcoholic liquor is near zero. "Both constitute an unjustifiable expense," he says, "with no return on the investment." But he admits that he needs more exercise and sleep than he is currently getting. "While not a rabid perfectionist," he tells us, "I do like to see things done with a reasonable degree of forethought and organization so that the results are creditable."

Slumbering in hot Texas sun is Frisco Northern No. 4501 heading museum train *Southwestern Limited,* with UP Big Boy No. 4018. One of the first things Dan Monaghan did as museum curator was to replace 4501's headlight lens causing Charles Mizell, then editor of The Clearance Card, to say she was only loco in the country to have its lens fixed by a licensed optometrist.

Besides being a director and curator of the SRHS, Dan is a director of NARP and a member of the Train Collectors Assn., the National Model Railroad Assn., the Trinity Valley Railroad Club, and the Camerail Club of Omaha. For six years he has been a member and technical advisor to the Dallas City-County Amtrak Committee, and was a member of the Garland Rotary Club for 20 years.

Ruth tells us: "Dan continues to amaze me with his ability to recall railroad history and to quote accurately current facts and figures on Amtrak operations. He has proved his versatility by keeping our cars in good running condition, doing all his own repairs, painting, and so on. He does the yard work at home and at the office. He built our stereo system from kits, ham radio equipment, and our color TV. Also a microwave oven, a trash compactor, etc., and has installed various appliances in our home. On top of all that, he plays both the piano and organ for relaxation and enjoyment. And now he wants more time to spend on O gage scale model railroading."

Last fall he installed a wood-burning fireplace in the living room of their home and paneled the north wall. "My wife had the torch to my tail," he says, "to finish those jobs in time for her to put up the Christmas decorations." ●

Photograph by Dan Monaghan

Southern Pacific depot, H&TC RR, built in Dallas in 1903, now part of the museum complex.

The Old Girl Went Out in a Blaze of Glory

by WILLIAM PARRY

HE DIDN'T LIKE to admit it, but Jonathan Brodie suddenly realized he and the 5500 were growing old together. Both, in fact, were dangerously near the age limit. Long ago the boys had begun calling him "Ole-Timer"; and as for the engine—well, he hated to think how many years of service lay behind her.

They both were powerfully built. The 5500, a Baldwin Pacific, had once been the Canadian Central's pride, but now, like the engineer himself, bore scratches from the scythe of Father Time.

Brodie was approaching sixty-five—and retirement. Gray streaks lined his thinning brown hair beneath the denim cap. His face was seamed and weathered, but his clear blue eyes still had a merry twinkle, while his gloved hands, now supported on throttle and arm-rest, were just a bit knotted and calloused.

The strong fingers, though, were nimble enough, as Brodie, grabbing the whistle chain, called for signals from the switch tender stationed in the yard. Leaning from the cab, he caught the answering highball. The 5500, trailing mail, baggage, and varnished cars, pounded down the grade, clattered over the diamond, and headed into Union Station.

Spotting his old girl over the ash pit, he lowered his tall frame down the gangway to give her a hammer test. Cleaning the soft pin-grease from brass with a hunk of waste, he discovered that the brass was not only hot but broken. The main-rod would need a new brass, he reflected bitterly. That called for a CR, also a written statement. Another engine failure would be charged to him, because of delays to passenger train 103 on account of doctoring a hot bushing.

The eagle-eye finished his inspection and walked through the roundhouse doors to the work-report desk. For some time he wrote steadily, muttering to himself as he filled in two report slips. The big fellow peering over his shoulder was breathing hard. That would be Bob Nolan, the locomotive foreman, he surmised.

Brodie laid down the pen and swung around to confront a broad-shouldered burly man dressed in blue serge trousers, blue shirt, and black necktie. Brodie's guess was correct. He looked at Nolan, boss of the Canadian Central's roundhouse. Command was apparent in the steel-gray eyes, the strong rugged jaw, and the bushy gray brows, which were now frowning.

"Ole-Timer," he said, "if you think I'm going to do all that work on the hoodoo engine before she goes on her run tomorrow morning, you're crazy. You've booked enough work to put her on the drop-pit for the duration."

"That's your problem, Bob," Brodie replied evenly. "Mine is to keep her from falling apart between depot stops. Why the 5500 was resurrected from the graveyard, put back into service, and assigned to one of the toughest runs on the district—that's a question only a brass collar can answer."

"Yeah? Well, the answer is shortage of motive power," the foreman shot back. "The company has fifty-five of the new Northern types on order, but with the war on, delivery is slow. Guess you'll have to worry along with the hoodoo for a while."

Brodie shrugged his wide shoulders. "Between you and me and the whistle post, I like the 5500. She was a good mill in her day, and still has lots of speed in her old drivers, if you take up the lost motion in her running gear."

The foreman's eyes grew frosty. "And how can I do that? D'ya expect me to pull an engine off her run when I have nothing to put in her place? Another thing, we need fitters. I can't perform miracles with unskilled men. I have to answer for engine failures as well as you. And speaking of engine failures," Nolan added, "Billy Hodge wants to see you in his office before you book off duty—and he ain't in the best of humors, Ole-Timer!"

SHUFFLING out of the roundhouse, Brodie headed upstairs to the road foreman of engines office. There, cap in hand, he knocked on the door. A gruff voice bade him enter.

Apparently Mr. Hodge had been studying the hogger's personal record, spread in front of him on the desk. His narrowed eyes glinted as he pointed to a chair.

The road foreman waved at the papers on his desk. "Your personal record hardly warrants an extension of service," he said bluntly. "Can you give me one good reason, Brodie, why I should recommend it, instead of striking your name off the seniority list, three months hence, when you attain the age limit for engineers?"

Brodie tried to understand. It wasn't engine failures that Hodge was beefing about, but his application for an extension of service. Slow of tongue and slow-thinking, solid as a mountain-type engine but just as reliable—that was Jonathan Brodie. He stared at the road foreman and tried to follow the official reasoning. He had never liked Mr. Hodge. Other engineers shared that dislike. Hodge was a boy wonder. Long on theory but short on practical experience, the brass collar was a headache to engine crews on the Middle Division.

"I don't get you, Mr. Hodge," Brodie said, trying not to sound aggrieved. He felt awkward, sitting there with his cap in his huge hands, filling so much space in front of the road foreman's desk.

The boss stretched forward to choose a cigar from a box and light it deliberately. Then, with thumbs in his vest armholes, he leaned back, eyes open wide.

"You don't get me, eh? Haven't I put it plain enough? From now on, begin counting the days until you're given the rocking-chair. Now d'you get me?"

Apprehension flickered in Brodie's eyes. "You don't mean—you're not thinking of turning down my application?"

Hodge flicked the ash from his cigar. "No, I ain't thinking of it. The thinking's all over. I'm just telling you."

"But you can't do it—you wouldn't—why, Mr. Hodge, my service pension won't begin to support me and the wife—it's too small."

The road foreman blew a cloud of cigar smoke. "That's your tough luck, Ole-Timer. The company only grants extension of service to employes with clear records. And yours is nothing to write home about. Or is it?"

Brodie's big hands clenched, but only for a moment. The passion that had flared up suddenly died away just as quickly.

"You win, Mr. Hodge," he said, rising awkwardly to his feet, and his shoulders drooped.

BRODIE STUMBLED out of the office, down the stairs, and across the tracks of the busy terminal to Front Street. Crisp air struck his face. He sniffed soft-coal smoke. It was drifting from stacks of engines marshalled on the outbound track, ready for their runs.

Night crept over the yards. Lights danced in and out of the ladder track. Dim bulky locomotives shuttled back and forth, following the yellow, red, and green dwarf signals of the electrically-operated marshalling plant, leading to the huge trainshed.

The *Chicago-Montreal* rolled by with grinding brakeshoes as its eagle-eye brought the crack train under control for the station stop. A Northern-type engine, with a Santa Fe coupled ahead for the hard pull out of the yards, whistled off, and was followed by two short, imperative blasts from the pilot engine's whistle. The great arc lights illuminating the huge coach yards suddenly flashed brilliantly, turning night into day.

These familiar scenes stirred engineer Brodie, and he felt a sharp discomfort in his throat. He was still part of it; he belonged. But for how long?

He strode mechanically in the direction of home. Turning into Railway Street, he entered the door of an unpretentious frame cottage. A woman sat alone under the sitting-room lamp—a small forlorn figure. The lamp shone on an eager upturned face that was no longer young.

"Well, Jonathan, have you heard about your extension of service yet?" his wife asked.

Jonathan shook his head miserably. "Mr. Hodge threw my personal record in my face. Said I'd soon be through."

"And I suppose," she cried, "you sat there like a big sap and said nothing!"

The engineer sighed. You either got an extension of service or you didn't. No use arguing. You just had to accept what the railroad was pleased to give you. He wanted time to think it out.

"Hodge said the company only granted extensions to men with clear records," he said unhappily.

Mrs. Brodie went into the kitchen to prepare a meal of beef stew that was mostly potatoes and carrots. Her eyes smouldered. Later, at supper, she noticed that her man was not eating.

"All right, Jonathan," she said in a voice that was brittle. "If you won't ask the Engineers' committee to take up your case with the pension board, I will. I'll not have you turned down by an upstart like Billy Hodge."

"I suppose they can demand an extension of service for me—or else," Brodie retorted tartly. "Talk sense, Jean."

MRS. BRODIE stormed out into the kitchen, leaving poor Jonathan to swallow his stew and coffee without relish. His case already had been brought to the attention of the pension board by the Brotherhood, but in vain. The board rules stated that employes suspended from the service for any cause must be re-instated within three months, with the consent of the regional officer, in order to qualify for a full service pension. And Jonathan Brodie had failed to qualify.

Despondency seized him. He sat picking at the food, listening to the clatter of dishes in the kitchen, his thoughts churning slowly over and over. Suddenly a new determination was born. He'd make one more appeal to the board. Maybe this time with better luck. He certainly wanted to take Hodge down a peg.

After all, he reasoned, no company had a right to penalize a man twice for the same offense. He had paid the penalty for his one mistake in his long railroad career. He'd been yanked out of service for walking by a "red one," in a fog, when the officials

had pulled a block signal test, some years previously.

And he had stepped into the trap unexpectedly. That made the company's attitude all the more difficult to grasp—but the ways of brass collars passeth understanding. Climbing a stiff grade with a heavy freight drag and a green block all the way, his fireman had been affected momentarily with fire blindness, after putting in a fire, and had called the wrong indication as they swung around a sharp curve. Brodie had passed a "red block" before he realized it.

Three pair of identical eyes, peering through the windows of a darkened flag station, had recorded engineer Brodie's violation of rules. Mr. Hodge, assistant superintendent Bayes and signal engineer Johnstone had conducted the test, so Brodie got nowhere with the alibi that he thought the block signal was temporarily out of order. The official court shot Brodie's excuse full of holes by pointing out that the rules required a train to stop before passing a red block.

The engine crew, together with the head brakeman, were penalized for violation of Rule 504. Fireman Joe Gill and brakeman Jimmy Casey were kept out of service for thirty days and then re-instated. But to engineer Brodie's dismay, he was not notified to report for duty with the other members of the crew. His appeals for re-instatement fell on deaf ears.

The Engineer's committee was not successful in bringing about Brodie's re-instatement, but the company consented to re-employ him in a different class of service, so Brodie returned to the railroad as roundhouse stationary engineer.

The 45 cents an hour he knocked down for bailing coal into a battery of stationary boilers was mere chicken feed compared to the pay checks of a main-line runner. Nevertheless, he did not complain. His son Alec was studying for final exams at a medical college, and Brodie was going to see him through, come what may.

IN THE MONTHS which followed, the Brodies did not despair; but it was a full year later before the untiring efforts of the Brotherhood were successful. Engineer Brodie was notified to report for his old main-line run. A day later his son graduated with honors, and the celebration which followed lived long in the memories of their many friends.

That was the trend of Brodie's thinking. He pushed back his chair and headed to his room for some shut-eye. The next morning, when he climbed the gangway into the cab of 5500, his big shoulders had not lost their despondent droop. His fireman, Joe Gill, stopped tossing scoopfuls of fuel into the back corners of the firebox long enough to shoot a quizzical glance at him.

"Hello, Ole-Timer! Had another run-in with Hodge?"

"Pipe down!"

"Like hell I will. Been trying to get Bob Nolan to do some work on this old relic?"

"Cut the cackle!" Brodie said. He opened the steam throttle to the air compressor and watched the hands climb the air gage. "Get your fire in shape! Time we were moving down on the train."

With wet steam spurting from open cylinder cocks, the lean Pacific type moved slowly off the outbound track. The 5500 was long past her prime. Not even Brodie could see beauty in a slender boiler barrel, but she had been a smart engine in her day and now she was game.

He still had an affection for her. Given a fair schedule, more frequent refittings and a paint job occasionally, she would be a snappy little machine. He knew she had earned plenty of money for the Canadian Central.

Brodie ran his engine down to the control tower and stopped at the switch. The towerman lined up the iron. Number 5500 began backing up to the Union Station. She rolled past one of the new Northern types, which was then being groomed by a gang of women wipers for a run with the special.

The big engine's boiler jacket glistened in the morning sunlight. Her white-trimmed running boards and driving wheels stood out in marked contrast to his own shabby hoodoo, but Brodie knew in his heart that he would not have traded the 5500 for anything

HE COUPLED onto the local passenger train. While waiting for the car tonk's signal to test the air brakes he fished a letter from his overalls pocket. He had taken it out of the mailbox when signing the register sheet, and he'd had no time to read it while preparing for his run.

Glancing over the typewritten page, he noted it was signed by William Hodge, Road Foreman of Engines. The official dealt in no uncertain terms with the right crosshead key pin breaking on engine 5500 and knocking out the cylinder head, resulting in a delay of thirty minutes to train 104. This, he maintained, obviously had been caused by allowing the boiler to foam, carrying water over into the cylinders.

The letter asked for an explanation. It also demanded a statement from engineer Brodie as to why he had not blown the boiler down as per official instructions posted in his cab.

"That settles it!" Brodie muttered.

The air signal whistle shrilled for the brake test. He made the brake service test, then shoved the brake-valve handle to full release as the car tonk called for releasing the brake. He'd appeal his case to the pension board, through the Brotherhood, and have a showndown with Hodge.

The fireman squinted over his shoulder as Brodie tossed the yellow sheet of paper through the firebox door. A hail from beneath the cab window attracted his attention.

The conductor, Hughie MacPhail, was holding aloft in his clenched fist a train order with the schedule running time of the special. Brodie took the flimsy and read aloud the station passing times of the special, to conductor and fireman. The special had right over all trains on the division.

"Guess, we'll have to let her by at Port Hopewell," the hogger remarked.

"That's as far as we'll get for her," MacPhail replied. Then, as an afterthought, "If the hoodoo holds together that far."

Engineer Brodie said nothing. The conductor scrambled up the steps of the day coach before giving the proceed signal. Number

5500 quivered a bit like a thoroughbred stung by the rider's whip as Brodie jerked open the throttle. Then she lurched ahead into her stride, trundling the fast mail out of the trainshed.

FIREMAN GILL worried. He knew something was wrong. Ole-Timer was ordinarily a slick runner who started without a jerk. Joe had never known him to lift a passenger train like that before.

Brodie determined to make Port Hopewell for the special—and with the hoodoo engine. And he was giving the 5500 a lacing. The engineer hung halfway out of the cab window, staring moodily at the fast receding roadbed. He let his body sway easily to the roll and swerve as the locomotive roared along, spewing smoke and cinders over the coaches.

Gloom settled over the tallow-pot's perspiring, grimy features. Joe knew from experience that Ole-Timer would go to Port Hopewell ahead of the special if steam could turn the drivers fast enough. And it was up to the fireman to produce the steam. A whistle post flashed by. Brodie started the bell and yanked at the whistle chain. A truck was speeding along the highway, its tarpaulin cover inflated like a balloon. It showed no signs of slowing. The wig-wag kept swinging in an arc, the bell ringing, but the truck driver paid no heed.

Joe grew tense. "See that fellow!" he shouted angrily.

"Yeah," said Brodie. "I'm watching."

He jerked the whistle lever wide open and the whistle's throat screamed its warning. Swiftly engine and truck converged on the crossing. The truck cleared it with forty yards to spare.

Joe relaxed to resume his shoveling. "That damn fool had me jittery. I thought the hoodoo would get him."

"It's not like the old horse-and-buggy days," Brodie said with a far-away look. "The horses used to stop."

They were racing along the lake shore line now and bearing down on another crossing. Brodie jerked the whistle chain again. The bell rang continually.

"Blow again!" Joe called. "Some guy in a sedan is trying to beat us to it."

Brodie reached for the chain and held it down till the engine made the crossing.

"Maybe the hoodoo is changing her luck this trip," he yelled, shutting off steam for the station stop at Mosherwa.

Joe latched the firebox door and cracked the blower valve. The 5500 drifted down to the water plug. Scrambling over the tender he signalled his engineer to a "spot" stop at the water spout. As Joe jammed the spout into the manhole, his trained nostrils caught the pungent smell of burning dope.

"O-oh!" he cried. "Something's running hot!"

Joe filled the tank. Then, lowering his slim body to the platform, he saw the eagle-eye scowling at the smoking journal on the left leader of the engine truck. Brodie could not credit his senses. Yet there it was. In spite of fatigue and despair, Ole-Timer was alert now. His railroader's intuition sped swifter than thought. The cellar bolt was missing, and the dope had spilled along the roadbed.

"I could swear that the cotter key was in place in that cellar bolt when we left the shop track," he groaned.

JOE SAID nothing. He had heard all this before. It had been a daily litany, almost, in the last three months.

"Why don't you say something, dumb-head?" Brodie went on, half snarling. "You would have smelled that hotbox if you had been on the job."

The firemen bit his lip in silence. Unfair, that's what it was—but who thought of unfairness? Wasn't it part of life, something to be expected? A strong side wind had been blowing, which had prevented him from smelling the burning dope. But on Brodie's order, he ran back to the cab for the shaker bar, and pried the cellar back into place.

Brodie disconnected the bleeder rod from the air reservoir of a nearby boxcar, to make an improvised cellar bolt. Next they borrowed a pail from the baggage car and cooled the journal by sloshing water over it. Soon the cellar was cool enough to permit packing. The fireman then elected to crawl under the engine truck and repack the cellar with dope, also borrowed from the baggage car.

By the time the cellar had been packed and the conductor had wired the details of the delay to the dispatcher, the special was due at Mosherwa. DS ordered the train pulled in on the siding to clear the special.

Conductor MacPhail hurriedly left the telegraph office, strode along the platform, and handed the message to Engineer Brodie.

Brodie climbed slowly back into the cab and pulled his train into clear the main line. His shoulders sagged; weariness numbled him.

"Well, I guess this about clinches it," he sighed.

No one need tell him what Mr. Hodge would say. "Slack inspection of engine," would be the official verdict. There can be no sentiment in railroading these days, he reflected. Not when promotion means waiting for the man on the right side of the cab to retire. The demoted engineers wait hungrily for their turn; and behind them, hungrier still, loom the firemen.

The minutes dragged. No sign of the special. Brodie glanced at his watch three times in as many minutes, before his straining ears caught the whistle's notes. But the crossing blasts of the special's whistle did not sound like a train traveling at high speed. Instead it seemed to be stopping at the station.

Brodie moved over to the fireman's gangway and poked his head out. Yes, the special had stopped and someone was running toward the 5500. Brodie recognized the gait of Billy Hodge. Something had gone wrong with the special!

The road foreman darted between tender and mail car, cut the engine off from the train and scrambled into the cab.

"Got to use your engine, Brodie!" he panted. "Air compressor has failed, and we can't get over forty pounds main reservoir pressure. You've got to doublehead the special."

JOE STARTED. Abandoning the scoop, he took a quick step across the cab. "No!" he exclaimed

with sudden anger. "I've stood for all—"

"Shut your face!" snapped Hodge. "Get busy with the shovel! The special has to connect with a troop convoy, and the convoy won't wait. You're going to handle the special train."

The fireman swung around on his heels and faced the road foreman.

"Like hell we are!" he retorted. "We're assigned to the mail train, see? We've done enough tinkering with this scrap-heap, and we're not risking our necks for all the damned specials on the Canadian Central Just you try—"

Brodie got down off his seatbox. He stared at the fireman harshly. His eyes blazed with a hint of madness—the madness of his desire to square things with Mr. Hodge. One stride brought him chest to chest with Joe Gill.

"We're obeying the road foreman's orders," he said in a low tone. "You heard 'em, didn't you?"

"I heard and I'll—"

"Take that scoop! Build the fire!"

For a moment longer Jonathan Brodie stared him out. Then he grabbed the scoop and lined the back corners of the firebox. Brodie climbed back on his seat and backed the hoodoo down the main stem to couple onto the special. Leaving the road foreman to make the standing test of the brake, he clambered down the gangway with the oil feeder and doused the repacked journal liberally. After that he turned back to the cab. He was going to meet that convoy.

A grim smile flickered across Brodie's lips. He hurried up the gangway into the cab. The hoodoo was still blowing off steam. Her firebox door was open, and the soiled face of the fireman, startling white beneath the grime, hung out of the window.

The engineer swung into the cab. "Put her up on the two-dollar mark, Joe, and keep her there! I'm going to use it."

Joe squinted at his fire. He had to shout to make himself heard above the exhaust, as the special drew away from the platform:

"This hoodoo will lay down long before we get there. What a helluva thing for an engine crew! Hand-bomber doubleheading a stoker job!"

Brodie swallowed hard. It was almost sacrilege, that cold voice heaping scorn on his old engine. Swinging around on his seatbox, blue eyes flashing, he faced the complaining tallowpot.

"You—keep her hot! If you lay down on the job, you'll never fire another engine on this road. Billy Hodge will see to that."

The fireman began swinging his scoop methodically between tender and firebox door. The job called for not only scientific firing, but for scientific running as well. Joe understood the compulsion of that inner force as well as Brodie did. They had to bring the special in. There couldn't be any falling down.

GAINING SPEED with every revolution of their driving wheels, the doubleheader swung into a racing stride. Black clouds belched down from the stack, streaming back in a speed-driven wind. The sharp staccato of the exhaust reverberated over the countryside.

Old 5500 trembled and stumbled on. Faster, ever faster! The thrum of the drivers gave place to an angry roar.

Joe, his legs braced wide on the rumbling deck, wiped the sweat from his eyes and hoisted the water can to his lips. His mouth was hot, his throat dry.

Mile after mile slipped beneath the flying wheels. At times the deck beneath them quivered as the engine rolled at a drunken angle towards the elevated curves. But Brodie's grip on the throttle lever never relaxed. He had to keep lacing her in this mad race to meet a waiting convoy. If you hesitated you were lost.

Station mile-boards, block signals showing green, grade crossings, whistling posts—all sprang up to meet them, appeared for a dizzy flash, then faded into the past. A triumphant ring emanated from the hoodoo's exhaust, a derisive note from her whistle. No mechanical stoker fed her hungry furnace, no modern gadgets graced her cab. Just a veteran doing her bit, she hurtled through the countryside towards the seaboard.

Brodie watched his fireman, wondering if Joe could stand the terrific pace. Patches of sweat covered Joe's overalls. The tallowpot was tiring fast. It was written plainly on his face when the special roared through Kingston.

Suddenly the hogger leaned far out of the cab. Listening intently, his ears attuned to the working of his engine, he sought to locate a sound that stood out above the others. It was not the pound of driving journals, not the slam of worn rod bushings, not the whine of the inspirator. It was the unmistakable squeal of a hotbox!

Brodie stepped over the fireman's swinging scoop and poked his head out of the left window. Smoke shot upward from the engine truck. As if voicing its protest at the inhuman pace, the repacked journal was again running hot. He watched it a moment, frowning. Even as he looked, the smoking dope burst into flame. Swinging around, he caught the fireman's frown. Joe dropped his shovel and peered out the gangway.

CURSING loudly, the fireman lunged for the throttle, but Brodie was quicker. He flung out an arm. His gauntleted hand caught the throttle in a tight grip, warning sharply: "Let her go, Joe!"

The fireman looked at him for a fleeting instant. He knew Brodie didn't want to stop. To stop would lose the race. But they couldn't take chances on burning off an engine truck journal!

Brodie clung to the throttle with iron wrists. His face had become one mass of smoke and grime from which two gleaming eyes stared forth from behind their goggles.

"Easy now," he said. "We'll open the cooler valve and run in on water."

Joe edged nearer to the throttle. His jaw squared truculently. "Who's going to risk his neck climbing along the running board to open a cooler?"

"Me! I am."

Brodie pulled his cap around so that the visor was over his neck. He motioned for Joe to take over the throttle.

Clinging desperately to the hand-rail, Brodie worked his way

along the running board. Castletown went by in a blur. The station walls caught the roar of engines, the whine of the hot journal, the blare of the exhaust, and flung them all back in maddening confusion. Suddenly, he was working around the smokebox to the boiler feed delivery pipe, where the cooler hose hung down from the frost cock to the engine truck.

His gnarled left hand gripped the hand-rail until his muscles were one great torment. Reaching for the valve, he squeezed in a mighty grip. It would not open. He tried again.

This time it opened. A stream of water gushed down the rubber hose, spraying over the hot journal. Brodie cautiously pulled himself along the running board to the safety of the cab. Pushing up his goggles, he climbed slowly over the arm-rest into the cab. His eyes were strained and bloodshot.

He turned to the fireman. "We'll run her in on water, Joe. The journal is probably cut, and Hodge will want to know all about changing those engine truck wheels. But what's a new pair of wheels in an emergency like this?"

THERE WAS matter for conjecture in the register room at the divisional point the next morning. Engineer Brodie and his locomotive had not only made connections with the convoy, but had outrun the speedy monarch of the rails, making the fastest run with the special ever timed over the division!

Brodie slept late. He would have slept the clock around had he not been wakened by the insistent jangle of the telephone.

The district superintendent himself was on the wire. He wanted to see engineer Brodie in his office as soon as convenient.

"Okay, Mr. Duff," the engineer answered sleepily, with sudden alarm.

Later, Mr. Hodge scowled as he passed through the road foreman's office. The chief clerk opened the superintendent's door and announced the hogger.

Superintendent Duff rose from his chair to shake the big hand of the clumsy giant who stood before him. For a moment the two men faced each other. Then the official leaned forward and spoke. He spoke not as a railroad official to an engineer, but as one man to another.

"Brodie," he began, "I must congratulate you on that splendid run. The reputation of our road was at stake, but you upheld us. I am passing on to the pension board your request for an extension of service, with a recommendation that it be granted."

The Ole-Timer's mouth hung open like a gaping fish.

The official continued: "Billy Hodge has resigned the road foreman's position at our request. Regardless of the great run with the special, he had no authority to take your engine and leave the mail train stranded for two hours."

The superintendent paused a few seconds to look at reports on his desk.

"As you know, Brodie," he went on, "the air valves in the air compressor are interchangeable. Hodge should have removed the broken discharge valve and used one of the intermediate valves in its place. The new Northern-type engine would have made up the time lost in changing the air valves, and the compressor would pump sufficient air to enable the engine to handle the train without assistance."

Then it came, like a thunderbolt: "The office of road foreman of engines job is open for bids, Brodie. I suggest you file your application now."

"Well, say!" Brodie gulped, as the official shook hands again. "I—I—Now if that don't beat the band! Guess I'll have to say farewell to the hoodoo engine."

"You certainly will," smiled the super. "The 5500 has made her last run. We're scrapping her, Brodie."

The engineer hesitated. "Well, the old girl went out in a blaze of glory." ●

Leaving a trail of smoke over her cars is fast-moving Lehigh Valley 5104 in this unknown locale shot along the mainline in 1940. The 1931 Baldwin-built 4-8-4 class T-1 had 27x30" cyl., 70" drivers, and weighed in at 408,000 lbs.

Photograph by John D. Nicholson

IN SEARCH OF STEAM

Mike Eagleson

STEAM IN REGULAR service is a rarity today in the United States. At Stirling, Illinois, the Northwestern Steel & Wire Co. is still running former Grand Trunk Western 0-8-0's, while further west the Great Western Sugar Co. operates silver-painted 0-4-0T's seasonally now and then to switch sugar-beet cars. It's news, though, when steam is adopted by an industry, meaning in this case the Pinto Island Metals Co., Box 1046, Mobile, Alabama 36601, which irregularly uses woodburning 2-6-2 No. 100 to switch its carloads of scrap. As this old locomotive is well guarded and on private property, you must get permission from the owners if you want to photograph her. I am planning a visit myself to Mobile to see this very rare woodburner in service and do a story on her restoration for *Railroad Magazine.*

FORMER Southern Pacific 2-8-0 No. 2579 has been on display in a park at Klamath Falls, Oregon, for years. But vandals and the apparently defunct Shasta-McCloud Steam Rail Tours, Inc., have removed literally dozens of valuable parts, making her look today like a pile of junk. City Council has asked Bill Schacht, director of city parks, to find or replace the missing parts so the locomotive may be repaired to her former appearance. This will be very hard for Bill to do. But if he does, a 6-foot-high, chain-link fence will be installed around the 2-8-0 to insure her historical preservation. Anyone who can offer parts or assistance, please contact Bill Schacht.

This Milwaukee yard goat ran in Spokane, Wash., in Spring of '51.

Photograph by Dr. Philip R. Hastings

Ex-NP 4-6-0 No. 328 was moved from Stillwater, Minn., last Nov., to St. Paul, for restoration and display by Minnesota Transportation Museum.

Loren Martin, 3447 2nd St. NE, Minneapolis, Minn. 55418

SAMUEL M. DUNAWAY, 304 E. Ellis St., Jefferson City, Tenn. 37760, is a member of a serious steam group that wants to locate and buy a small standard or narrow gage locomotive for eventual operation. In addition, he wants to hear from hard-core steam restorers who can share their experience with him.

IT'S OFFICIAL. The Livonia, Avon & Lakeville Railroad is terminating all steam operation. Its last steam locomotive, 2-8-0 No. 38, is in need of repairs and has been up for sale for a year, but C.A. Haak, president, says his railroad will not buy and operate another steamer because "the maintenance costs of No. 38 were far in excess of her revenue production and as a result, the road's financial welfare was being impaired."

The LA&L continued operating summer excursions but with a diesel. According to Mr. Haak, "very few complaints were registered because of the change." So, ex-Huntington & Broad Top No. 38 will run no more, at least on the LA&L.

I recall riding and photographing the chunky Consolidation several times on my way up to Canada for other steam excursions. She had a loud, sweet whistle and could really talk-it-up while making a run for the hill. At times, the engine pulled revenue freight cars to the other end of the line and did the switching. This classified the run as a regular service, steam-powered, mixed train.

Before the 2-8-0 came on the property, larger 2-8-2 No. 17 was the road engine. She but ran a short time, however, developed mechanical problems, and was scrapped in the 1960's. This horrified those of us who thought steamers should never be cut up but preserved at all costs, particularly one just out of active service and in fine condition for static display as a museum piece.

Fortunately, I spent one day shooting the small 2-8-2 in operation, and cherish those photos today. The LA&L management gave the fans some good years with two steamers; we are grateful for them.

MANY EYES are on a restoration project being conducted by the Minnesota Transportation Museum. The Northern Pacific 4-6-0 No. 328, long on exhibition in a park at Stillwater, Minnesota, was moved last November 6th to St. Paul for rebuilding, reports the group's master mechanic, Robert L. Renz, 8443 4th Ave. So. Minneapolis, Minn. 55420. The good-looking S-10 class successfully passed a hydrostatic test and was leased from Stillwater for 30 years.

Plans call for the rebuilding to be complete in two years. The engine will be operated in a St. Paul park. The 31-mile move was tricky, as the 328 had been motionless for 21 years. During her long display, seasonal floods had covered her wheel centers repeatedly each spring. Furthermore, the engine was 350 feet from the nearest rail line, and complicated by a 3 percent incline. Surprisingly, after the old girl had been broken loose from the display track, the actual trip went flawlessly and only took six hours.

The group deserves success with this fine project. I hope they will leave the locomotive as she is now, painted and lettered Northern Pacific, for a more historically accurate museum piece.

LAST NOVEMBER the Pacific Southwest Railway Museum Association's ex-Coos Bay Lumber Co. 2-8-2T No. 11 was used in Universal Studio's new movie "MacArthur," starring Gre-

Maine Central's freshly scrubbed U-18B's led by Independence class Unity slowly drift by MEC's last passenger Pacific in Waterville yard with symbol freight RB-1 on January 24, 1976.

Ronald N. Johnson, 662 Highland Ave., So. Portland, Maine 04106

gory Peck. Lettered for Australia's Victorian Railways, the Santa Fe/Amtrack depot in San Diego was used in the filming. The Mikado tanker was not fired up, but dry ice gave the illusion of steam. This should be a good cinema for more than just the brief shots of the locomotive.

Some 220 feet of track space at the Miramar Naval Air Station in California is being leased to the museum to store many of its locomotives and rolling stock. Included at the new site will be 2-8-2T No. 11 and 0-6-0T's numbered 3 and 10. Although the museum is grateful for the space, it is still seeking a permanent home.

TAIWAN STEAM still lingers on the West Railway. Plans are to electrify this line, but until funds are raised and the existing wire work extended, steam will be used for a few years longer. Some 150 steamers remain on the roster, about 100 in daily use. The Taipei (Sung Shan) works is still overhauling steam power. Chiayi is a good spot for photography, with many steam movements per day. Taiwan is probably best noted for the Ali Shan Shays. Two locomotives are regularly used today for switching, while many others are stored unserviceable.

New Steam Items

EXTRA 4449 NORTH, 33 1/3 rpm, Quadradisc 12″ recording, by Sutton/Miller Ltd., 8913 Sunset Blvd., Los Angeles, Calif. 90069, $6.95.

A major complaint about the glamorous Daylight locomotive hauling the American Freedom Train was that the 4-8-4 was never allowed to do what she was designed for—namely, pull a heavy, long-distance passenger train at top speed. The day finally came last August—in fact, three of 'em—when, thanks to the Southern Railway, Daylight 4449 finally opened up to passenger-train speeds in the high seventies.

Recording perfectionist Brad Miller was at trackside and in the cab for the three-day run between Birmingham and Alexandria. Using his virtually, state-of-the-art, professional equipment and coupled with his years of train-recording knowledge, this record is fantastic. Featured are thundering, speaker-shattering starts to challenge your playback equipment, as well as runbys at unheard-of fan-trip speeds. One complete side was recorded in the cab to indicate what it sounds like from the business end. Not just another train record, this is a dramatic professional production.

1977 STEAM CALENDAR, 10¾x17″ opened, North Alabama Railroad Club, P.O. Box 4163, Huntsville, Ala. 35802, $2.50.

A pleasant mixture of old and new Southern Railway steam photos for each month. Included are views of the clubs own 2-8-0 No. 77 and the American Freedom Train with the Daylight and the Reading engine.

THE BRANCH LINE AGE, 96-pages, 7½x9½″, hard cover, 123 photos, Moorland Publishing Co., The Market Place, Hartington, Buxton, Derbys SK170AL, England, 3.50 British pounds.

A detailed photographic review of the character of the vanished rural branch-line railway. Lots of steam and station shots. An appendix lists all branches closed in England after 1963. The true atmosphere of the small branch line is evident in this well-researched work. Many photos show the last runs on now-abandoned lines. The aftermath of stations is depicted with numerous structures purchased for other uses, such as private homes.

SEND news to Mike Eagleson at his home, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

This 1938 Baldwin-built Atlantic Coast Line R-1 No. 1800 heads for turntable after just completing five-state, 680 mile trip, Richmond to Jacksonville.

Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

PHOTOGRAPHS of the MONTH

Pueblo-bound D&RGW freight waits for *Rio Grande Zephyr* to clear Prospect Jct., Feb. '76.

Richard Loveman, 1238 Krameria St., Denver, Colo. 80220

Bruce Russell, 240 Mt. Vernon Pl., Newark, N.J. 07106

In Rhodesia, railway line from Bulowayo to the famous Victoria Falls is still worked exclusively by Beyer-Garratt steam locos. Two Garratts, Nos. 403 and 716, gather at railway water-hole at Victoria Falls station under hot sun in September, 1976.

Bakehead pours in the black diamonds as ex-Southern Mike 4501 approaches Clarksville, Va., with a 15-car railfan train near U.S. Highway 15 overhead while bob-whites whistle in field in Aug. '76.

Curtis C. Tillotson, Jr., College Street, Oxford, N.C. 27565

It was a gloomy, rain-swept day as Eli Thomas Lumber Shay No. 2 switches yards on September 9, 1958, in Fenwick, W. Va. She was built by Lima in October, 1907, as Fenwick Lumber No. 2.

C.W. Jernstrom, 822 Pelham Dr., Ft. Wayne, Ind. 46825

George M. Stupar, 803 Water St., Hobart, Ind. 46342

Unidentified Erie Lackawanna engineer guides E unit 833 westbound over Broad St. crossing in Griffith, Ind., on Elgin, Joliet & Eastern tracks to drop some freight cars in March, 1975.

Canadian Pacific train 964, running as extra 5724, winds along Kamloops Lake at mile 14, Thompson subdivision, with four-units on August 10, 1976.

Lorraine Wilkie, 595 Leaside Ave., Victoria, B.C. V8Z 2K9

Ex-Lake Shore Electric freight motor and trolley from Chicago area glide along ex-Pennsy industrial rails on a Toledo, Ohio-run excursion trip July 4, 1976.

John Uckley, 414 West 4th St., Monroe, Mich. 48161

Southern Pacific switchman Frank Lawson signals to engineer for gentle coupling of two SP cars at Sparks, Nevada. Such attention is vital in yard work.

Robert G. Ottman, editor of Southern Pacific Bulletin

Sub-zero cold doesn't phase ex-Reading 2102 rolling on WM east of Gettysburg, Pa., in Feb. 1972.

Dennis J. Wloczewski, 235 South Third St., Reading, Pa. 19602

MILWAUKEE
ST. PAUL
PACIFIC

Getting ready for next run. Hostler, given verbal support by engine fireman, ready to pull gate rope to fill CMStP&P 638's tender at Milbank, S.D., years ago.

Photograph by Don E. Wolter

WANDERLUST

Boomer freight brakemen teach an incompetent hogger a lesson

by Maxwell Swan

PART THREE

Drawn by Victor G. Westman, locomotive engineer, Conrail

TWO-THIRDS of a century ago, in the boomer days, there were plenty of tough spots on the Chicago, Milwaukee & St. Paul. Everything was new then, both men and railroad; they hadn't had time to get adjusted to each other.

One day a ruckus occurred on my division between Cle-Elum and Othello, Washington, not far from Ellensburg. I had caught a work train with a conductor named Noble, a gent from the mainline. The other shack was a French-Canadian. We were assigned to construction jobs in the same dirt fills, with flatcars and gandy dancers.

As railroaders know, a work train goes out and comes back in intervals between timecard trains. It is given protection by the dispatcher, who warns extras of its presence between certain stations. In addition, the skipper will leave a flagman at his home location, where his caboose is, to safeguard his return, and upon reaching the fill he will throw out a flag ahead to protect his front end.

Conductor Noble had only a narrow margin having a gang of idle laborers, he decided to go put anyhow. He left me at the station. Before pulling out, he told me to hold everything.

"Everything?" I purposely repeated. This would mean even a president's special. He nodded.

"Okay," I said.

Usually a red banner would warn that the work train was ahead, letting the flagged train proceed under control. When another consist came along, the work train would ease into a siding near the job, but on this day Noble obviously intended to accomplish something and come in for lunch.

I planted two torpedoes on the rails; then I sat down near the depot. Thinking for a while made me uneasy. The passenger would soon be due, but no work-train smoke darkened the horizon. So I ambled down the track, for, although the passenger was scheduled to stop, I was to flag it as though it weren't.

At length I placed another torpedo and then backed away, for an exploding gun can damage your eyes if you are too near it. After that, I flagged the passenger. The hoghead whistled an acknowledgment and drifted by me to the station. I wasn't worried. He was tied down by my signal until I arrived there.

WHEN I GOT back to the depot, he was standing on the ground talking with his conductor, who reminded me of a chocolate soldier with a mustache like a villain in oldtime melodrama.

The conductor demanded: "Why are you holding us up?"

"For Noble and the work train," I told him.

"That guy had better get here pretty soon," the O.R.C. growled. "I don't feel like being sewed up for any gah-damned work train."

A long hour passed, during which two more trains piled up behind the passenger, their crews stewing and fussing. Presently the mustache and the passenger engineer came up to me again.

"Sure you're calling them right?" the con inquired. "Looks like Noble is in the clear for us somewhere. He probably told you to hold all but us."

"Like hell he did," I retorted.

"Don't be a dope! If something happened to him, the dispatcher would know by this time. You'll have us tied up for a year."

"Can't help that, my friend. The only way you'll get that flag down is by bringing Noble himself back here to tell me what to do."

"This means your job," the mustache threatened. "If you're wise you'll take it down and let us go." He turned to his engineer. "Come on, Charley, let's get the hell outa here. This scissor-bill doesn't know what time it is."

Leisurely I walked over to the track, put another torpedo down, and stuck my red flag firmly into the ballast between the rails.

"There she is, Joe." That wasn't his name, but I was getting hot, and calling him "Joe" was a pleasant way to insult him. "You can ride over this rag if you want to, but I'm not taking it down. If you're so anxious to go, why not put a flag ahead of you and follow him out? Only be sure he's plenty far ahead of you, 'cause Noble will be coming in fast."

The villain rejected both suggestions. He passed the time by making nasty cracks about me to the engineer. Eventually they were joined by the operator, who barged out of the office with a malicious glint in his eyes and croaked:

"The dispatcher is tearing his hair. He says that if you're wrong you might as well come in for your time."

This seemed to make in unanimous, and I became uncomfortable. Here was a gang of old heads trying to break me down. I almost began to doubt that I had under-

stood my conductor right. Their logic was that if anything had happened, he'd have gotten to a line phone somehow.

OF COURSE, Noble should not have put me in this spot. Written orders would have forestalled the possibility of a gang trying to browbeat a poor brakeman who'd been only a few months on the pike.

Just when I was really getting worried, someone cried: "He's coming back!"

Sure enough, a black smudge had showed up behind a distant bridge, and the way it moved left no doubt that a train was thundering in. A hush fell over the group. Maybe the true significance of what might have happened burst over them. Up to that moment everyone of them must have thought I had missed the order and was as good as fired.

I glanced at the moustache. That face was a greenish shade and he avoided my eye. The engineer slunk off to his cab. Pretty soon a string of flats came wheeling along, pushed by our engine. I lined up the passing track to let them in.

Noble dropped off the first car, his face creased by anxiety, he knew he had gummed up things. The passenger conductor, to cover his own confusion, engaged in acrimonious dispute with Noble, who, being on the defensive, sought to justify the delay.

It seems that just as the work train was coming in, several flats jumped the track and our crew had a helluva time getting them on again, as the cars were partly down the fill.

If conductor Noble had taken his caboose along, he could have thrown his line pole over the telegraph wires and called the dispatcher. There was no near wayside telephone he could have used. He was protected at both ends—he was on the passenger's time on the east, while I was on the west—so he devoted his time to rerailing the cars.

Boomerlike, I butted in to tell him how the hooligans had tried to break through me. I wanted to see a little fireworks and be in on the fun myself. It wasn't every day that a punk could dress down a big-shot passenger conductor. Noble heard me through, but said nothing. I guess he was in enough trouble, so I let it ride.

EVEN SO, I think that was the only decent thing I ever did for Noble. A short time afterward I tried to couple a flatcar with the engine on a grade and messed up the job. As trainmen know, the Janney coupler on an engine is usually sure-fire, as it is well worked in; so I let the hog roll against the flat without chocking her. A home guard wouldn't have done that trick, but most boomers would have.

It missed, one chance in a thousand, and knocked the car along so that she started down the grade. I chased the runaway with the engine, expecting to catch her on the next coupling. Luck was against me, however. The stunt failed again and the maverick got another boost.

What I should have done in the first place was to chock up the car; then, when I missed the first time, I should have chased the car on foot, and set the hand-brake. The situation was bad—we were almost on the passenger's time—so I signaled the throttle-jerker to pursue her and try again; but he refused with a toot of his whistle. He'd had enough; he wasn't going to drive a flatcar into the passenger train; and I didn't blame him.

A little gully lay at the bottom, and he figured that the car might not get over the following rise; so we paced her behind, keeping an eye out for the passenger. She went through the dip and ran up the opposite hill, slowed down, almost topped it, halted, then started to roll back to us.

The engineer let her come with a bang; I unloaded just before they hit, and she coupled as nice as pie. I stayed there to protect his return to the siding, but when he got in the clear I let the passenger go by.

That finished me with conductor Noble. I don't remember whether or not he turned me in. Maybe I was ashamed and I caught another caboose. I recall having wanted to quit, for I had lost face with that gang, but I had stayed on because they were short of help. Anyway, that unpleasant incident marked the beginning of the end. While you're riding high, the approval of your fellow men is music to your ears, and pride in craftsmanship keeps you up, but once you slip you start thinking of new fields.

WHENEVER we tied up at Cle-Elum we found several places to go. One was a roller-skating rink. There were also saloons, a one-horse movie theater, Saturday night dances, and other spots less reputable.

Cle-Elum was a coal-mining town as well as a rail center, but was not homogenous. The men of the St. Paul Road in 1910 were mostly footloose wanderers with no social ties worth mentioning. Northern Pacific fellows rarely mixed with them. The other major element in town, the miners, were a tough, clannish bunch who had little in common with railroaders. So the St. Paul boys were pretty much on the outside looking in on recreation facilities at Cle-Elum.

I often patronized the roller-skating rink. Most of the miners and rails kept away from it because they were too heavy on their feet, but I didn't do so badly. One girl there caught my fancy. She was a striking brunette who liked to wear vivid colors, like a scarlet tanager, and looked well in them. I used to think of her as the Rose of Cle-Elum.

It was not easy to make her acquaintance. Rose was almost invariably chaperoned by an older woman. After some maneuvering I did manage to meet her. Rose had dignity and culture. She was my first real experience with a thinking woman who was also beautiful. When I stepped out with her I realized I was over my depth. Somehow I didn't belong. She went to Lover's Lane with me, but I got bogged down before her clear eyes and straight thinking.

I don't know what finally happened to her. I am sure that if anyone married the Rose of Cle-Elum he never had cause to be ashamed of her. My memory often goes back to that girl—and to Brown Eyes, at Ellensburg, and to many others I knew in the glad, free, careless, boomer days of my youth.

From as far back as I can remember I have glorified the boomer. Early in life I was bitten

by the wanderlust bug and adopted the drifter's philosophy. I knew, though, that the typical boomer was not the best kind of employe. Offsetting his record as a capable workman and a much-needed help in seasonal "rushes" was his tendency to be reckless. He took too many chances. He realized that if he switched a car off the dock into the river or bulled a train order, he only had to pull up stakes and leave the home guards to do the explaining.

But we didn't regard this lack of caution as weakness. We considered it good railroading; and so it was, as long as you won. When you lost—well, there was always another pike beyond the hill. There was always the fabulous Indian Valley Line, where you confidently expected to find a good job under ideal working conditions.

The home guard didn't have this easy-going philosophy. Conductor Noble, for example. Noble depended on certainty. His life was tied up with the wilderness where he earned his bread and butter; he had brought his family out there and he had them to think about. So he played safe.

ALTHOUGH many floaters got jobs on the new extension of the St. Paul Road, they were gradually weeded out. Some stayed on, but they did it by becoming serious-minded home guards—more power to them!

In my case, one slip begot another. Fate did not want me to stay there. If I had remained, most likely I'd have become a conductor on the *Olympian* wearing a brass-buttoned uniform and punching tickets as a highly respected member of the old Order of Railway Conductors.

However, things didn't pan out that way. I caught a work train somewhere east of Ellensburg, at a point where a high trestle was being completed. There, on an aerie in the cliffs above the bridge gang, I was assigned to protect them from westbound trains.

That seemed to be the loneliest job in the world. From a high rocky seat I gazed down into a vast valley in which traveling horsemen looked like crawling ants. On the other side I could see below me the busy laborers and the work train shuttling hither and yon. Down there were the companionship and banter of a hundred men, while I sat alone with clouds wiping my face, the pale sunshine, and a biting wind. I never did get warm up there, although I carried a load of scrap timbers up each day to feed my fire.

The worst of it was the hike across the trestle. I doubt that there was a catwalk, for even now I dream of getting caught by a train. Four times a day I crossed it. In the morning I had to go out to protect the work train. At noon they'd call me in by whistle when they got into the siding. By the time I got in, I ate by myself, for all the others hit the grub right away.

I was rather vulnerable, there being no flagman—except myself, and I was the potential victim crossing the bridge. Trains would scoot along briskly. Halfway across stood a little platform on which rested a barrel of water for use in possible bridge fires, and it was my first objective. If you were trapped elsewhere on the bridge, you had a choice of butting the engine off the track, jumping a couple hundred feet, or dangling down from the ties while the wheels rumbled above you.

At length I got fed up on it. One day when a freight came trundling down the grade, I lay still on my rocky bench and thumbed my nose at the engineer as he went by. I was in the clear. I had two torpedoes a quarter-mile up, then another about a hundred feet further on, so the hogger had to acknowledge me or stop.

He whistled that he saw me, and went through fast. That riled me. At least, he could have slowed down and said hello. So I saluted him. I hoped he might stop and converse with me. Instead, he turned me in.

SO I DEADHEADED back to Malden to see silver thatched Murphy, the trainmaster. To my surprise, he didn't bawl me out, but spoke with understanding and a kindly heart. Where I had expected a knock-down-and-drag-out fight, here was nothing to battle. I explained that I'd had my torpedoes out, and the eagle-eye knew the bridge gang had been there for months.

The brass collar nodded. "I thought so, Mr. Swan. Whatever they say against you boomers, you usually have your end well covered. But you fail on one point; you run things your own way. If you think you shouldn't wave the flag, you don't."

"That place got my goat," I told him, "and I tried to figure out the fastest way to leave the job."

"You aren't the first one," replied the T.M. "One after another, they all throw it up. Well, I can't put you back there; but I'm sending you to Othello to work for Pete Caldwell. He's a bad one. When his brakemen act up, he usually throws the guy into the Columbia River."

That didn't phase me. "He'll go in too, then. I've met that kind before and they don't scare me."

"Well," said Trainmaster Murphy in a conciliatory tone, "you behave and you'll be okay."

I found Pete Caldwell sweeping out his caboose at Othello. He was a giant of a man, rawboned, red-haired, and powerful, but was fair in all my dealings with him. I saw that he had neither head or rear brakemen, but I never did learn whether or not he had thrown them into the river. I can imagine Murphy reproving him in a gentle voice: "You know, Pete, brakemen are hard to get."

In a day or so, another floater came down from Malden to fill out the crew. He was a big fellow, lately switching for the Northern Pacific up in Spokane. Usually he wore a square blocked derby. This boomer was bow-legged, but like most of the tribe, was quick as a cat on his feet. You had to be, in those days. Survival of the fittest.

Being there first, I took the hind end. The brakeman from Spokane turned in a good performance, and Pete didn't bother you if you did your job well. Just the same, I was getting restless. Spring had merged into summer; and desert toil, particularly making up your own train at Othello in the blazing sun, didn't appeal to me.

One torrid noon we were combing the Othello yard for what was to be our train west to Cle-Elum. I was sweating like a steer. My tongue was almost hanging out from thirst and I kept glancing wistfully across the garden to a gin mill on the sandy street where iced amber flowed.

Pretty soon I could stand it no longer. I told the big boomer from Spokane that I was going over to wet my whistle. That, in a day when Rule G was enforced rigidly, was near anarchy, especially since bits of our train were strung out in various parts of the yard and cluttering up the main. Our puritanical conductor was at the station trying to get his papers lined up, so I decided to take advantage of his absence.

MY SIDE KICK was giving deep thought to my proposal. He didn't want to get fired just yet, but after a while the temptation proved too strong and thirst won out. We took on some beer.

So dehydrated we had been that I knew we'd soon be parched again about ten minutes after we'd gone back to switching. To guard against this contingency we brought along four bottles. These we laid under a car on the main, intending to polish them off.

Well, we got our train made up on the main and were just reaching for the bottles when Pete came up unexpectedly with train orders and clearances. He was standing only a few feet from our cache of hidden beverage as he went over the train orders with us. Then he gave copies to the head brakeman to take up to the cab.

I never saw a man more reluctant to leave any place than any comrade was then, but Pete Caldwell stood there waiting, and the big fellow had no choice.

That was his hard luck, I reflected. I saw no good reason why it should keep me from gurgling at least one good drink myself before we pulled out of Othello. The problem was to lure Pete back to the caboose before me, so I could drag the bottles out. This called for strategy. I highballed the engineer, knowing that the con wasn't fast on his feet and would start walking back to the crummy before it got going too fast.

The hogger pulling their tail didn't worry me a bit, because I could glom them at a fairly high rate of speed, but I didn't intend to board the caboose. My plan was to snatch a couple of bottles, catch a gon, and guzzle them at my leisure. Of course, I'd have to be speedy to reach in there and grab them between the rolling wheels of the front and rear trucks.

But Pete wouldn't take the bait. He was a teetotaler, as I remember. Besides, I suspect that he was onto my game, or was offended at my solicitude about his being able to catch the caboose, as I had been egging him to go back. Even a man crippled with rheumatism and flat feet still has his pride. So I tried a new tact.

"There's a dynamiter along here somewhere," I told him. "I'll stick around and try to pick it out."

A DYNAMITER, in case you don't know it, is a maverick freight car with a defective triple valve that goes into emergency under a simple service application. It can play hell in a rolling train. Pete maintained a grim silence. As the train was now going so fast that I'd get my arm cut off if I reached in for a bottle, I spoke to him again.

"Guess she won't blow again."

This referred to the dynamiter. We started back to the caboose, now trundling toward us. The cars were rolling about 20 miles an hour, but 18 was top speed for me. Pete couldn't possibly make it, so I turned and gave a slow sign.

That's a swell way to boil an eagle-eye who is just getting under way. Our man slowed down, but answered with his whistle in an exaggerated air as if to say: "Okay, you smart alecks! Got caught with your pants downs. Why don't you grab a boxcar and go back over the tops?"

Maybe the fact that he had my Spokane friend up there in the cab had something to do with his ready compliance, for the big fellow was a tough hombre and sore as a bear at being deprived of the beer.

Pete was bullheaded that day. He was going to make me walk ahead of him and he himself would board the crummy as a master, the last one on; so I ignominiously hastened ahead of him. I caught it first, after which Pete swung on with a set face.

We both stood on the back platform, breathing hard. Then, right under our eyes, the four dead soldiers hove into view, lying nicely in pristine order between the rails. The sun glinted on their amber goodness as we rode away.

DESPITE all of the lurid fiction about runaway trains, only once did I serve on a crew that had to help out that way. That occurred on Beverly Hill, because the hogger could not get his train-line charged properly, or thought he couldn't. Every time he built up a little pressure he had to give the train a shot to keep it under control, so he yelled for hand-brakes.

At least, I give him credit for keeping his hands off the brake valve while we were tieing them down. One of the fastest ways to kill a trainman is to slap on the air while he is clubbing a brake-wheel.

To a lad heaving his weight against the club, swung out in the air, there is nothing as sickening as to feel the wheel go slack, giving no more resistance than the air when the eagle-eye slugs the train. Men have tumbled off cars and under beneath the rolling wheels in that manner!

This runner had a cool head. After building up his pressure he whistled us off before. He waited until I had received a highball from the hind end, showing that they understood, and until I passed it along to him. Then came a cracking and a buckling as he threw all he had into the train.

A similar case happened on Beverly while I was there. A young engineer, fresh from the prairie lands, got scared while coming out of the tunnel. The train seemed to be getting away, so he slugged it.

Whether or not he had been shortchanged on the number of pops, no one was ever able to find out; but when he released to recharge, the train didn't seem to hold. Then, in a panic, he made a mistake. After he had shot his bolt, the air pressure equalized. Instead of recharging, he kept fanning the airbrake foolishly.

The fireman, a boomer engineer working under a flag, wanted to get back running. He crossed over and took the seat. Then he whistled for hand-brakes, and methodically and coolly built up his train-line. At length, after whistling the trainmen off, he brought her under control. Luckily, the train crew in that emergency were all old heads. It might have been a different story if they had been young.

ONE DAY I found out what a tough, one-track mind the Spokane drifter had. We were making up our train at Othello for an extra west to Cle-Elum. The Othello yard was crammed, as usual. With so many line-ups, we worked the east lead first, throwing cars for the middle of our train onto the passing track. Having some stock cars and zulus (immigrant cars) that, because of age, had to be near the caboose, we shot them down the lead and our caboose after them.

We chose this set-up because we had a few inflammables or bad orders, I don't remember which, buried near the opposite west lead. These cars also, because of their nature, had to be near the caboose.

Rather than pull this entire train from the east, we went down the main to get them, intending to come back to the east end, drop them onto the passing track, and then shove our caboose and B.O. cars against them. Thus our rear end would be made up; we'd go down to the west lead and switch out the rest of the train there.

All of these were good switching moves, but a freight came in from the east and as we jogged along the main our thick-headed engineer was slow in whistling him down, so we barely got our engine and cars past the east switch. We had intended at this point to make a drop, or flying switch, putting the engine on the main and then rolling our cars down the passing track. But with this fellow from the east there, we didn't have room, nor had we left enough space on the lead to make the drop there.

"We'll have to make him back up," I said to the Spokane boomer, "or maybe he'll cut off his hog and shove them for us."

The head brakeman from the freight strolled up.

"Kick them down the lead for us, will you?" I asked him.

"What the hell's the matter with you fellers shovin' the lead?" he suggested. "You can make your drop then. The hogger's so burnt up at bein' stopped here that he won't turn a wheel for you."

The Spokane lad glowered at the engine. "I've got a mind to go up there and turn his wheel."

But the head brakemen was more practical. "He's a big guy and a bad hombre. Better let him alone."

"Let's shove the gah-damned lead and be done with it," I told the Spokane drifter, but he was in a nasty mood. To be thwarted by two engineers made him stubborn, and he growled: "There's room enough as it is to clear it."

"Not with that guy in the cab," I said, meaning our stodgy hogger.

"The hell there ain't! I'll make him do it, so help me, if it's the last thing I ever do."

THAT WASN'T exactly cricket. Being on the hind end, I carried the switch list—that is, I had to figure the moves to get the train together, and the guy on the engine was supposed to follow directions.

But with old heads on the train, especially an accomplished switchman like the one from Spokane, you don't do that. The head brakeman plans along with you. I know of no other industry where two minds can meet with a series of similar thoughts as in railroading with two experienced men in complex maneuvers like these. You give your partner his head; only to newer men or students do you signal each play.

If I took the play away from the boomer now and shoved the lead, he would sulk in his tent and make me lay out every move. He would merely take the engine around as directed. Although rails have an elaborate sign language, I didn't relish the thought of having to tell him by signs to pull Track 7, throw out two, one back, two onto Track 5, two onto the train, and so on. So I gave in.

"You're calling them," I said. "I'll cut and ride."

This put him at the switch, making signals and in charge of the operation. After walking back, I climbed onto the stirrup of the first car and, hanging over ready to pull the pin after we got going, gave a highball.

Then I saw a look of frightened incredibility in the engineer's fat, foolish face. The boomer seconded the highball, signifying that he was ready to throw the switch as soon as the engine got ahead of the car. The hogger gave a toot of his whistle as if to protest: "Hey, what's going on?" A tough throttle artist would have called for signals, seven loud harsh blasts, making each one menacing. That would have told us off.

But all this gent had was just a weak little squeak. I walked up to the cab.

"Where are you putting me?" he quavered.

"Can't you see? Onto the lead."

At the same time I felt sorry for the fellow. Right was right. In making a drop you have to get going, then slacken a bit so the brakeman can pull the pin, and after that rush away from the cars. To get away fast enough you need some room for a burst of speed. Here we were asking him practically to stop after he got over the switch points.

"I can't make it," he wailed. "Shove them and give me a chance."

The Spokane fellow came up then and demanded, "Didn't you see my signals?"

"I can't make it," he repeated.

"What's the matter? Are you yellow?" sneered the boomer. "Let me sit there and I'll show you how."

THAT might not have been an idle boast, because nearly all boomers, sooner or later, learned to run an engine after a fashion; but I doubt that even an experienced hogger would have tried it.

The fat-faced runner looked at me appealingly. He was the picture of indecision.

"You can make it easy," I lied.

At that, he had it easier than I. There wasn't much room on the passing track, and I would have to lean way out, just above rolling wheels, get the pin when he horsed the engine over, and then scramble for the hand-brakes and stop the inflammables and bad orders before they hit too hard.

Chalk up another black mark against the boomer clan for insane tactics! But I didn't complain. You had to stick with your kind, even though they did some dizzy things.

We backed up as far as we could, in order to get a run. The lad on the main wouldn't move an inch for us. Instead, he amused himself by whistling at us for the delay, peremptorily calling for signals. He made such an ungodly clamor that I swung him down, but I did it in a friendly way. I didn't want him

to pull by us and put his train away at the west end. We had to get our front cars up there and I didn't like the idea of horsing his stuff around too.

We were now ready for the drop. The pudgy gent in the cab was scared, I could see, but he made a valiant effort to go through with it. He pulled them as fast as he could, then horsed back so I could get the pin, and started up; but at that point he lost his nerve and ground to a stop.

"Can't make it," he said again.

I honestly felt sorry for the fellow. He was right about it, but business was business.

The boomer strode up, his face livid. "You fat louse!" he shouted, "Come down out of that cab and I'll make a real coward out of you!"

It was now dusk, and to cover the tense moment I took our lamps off the engine and lit them. Silently I gave one to my side kick.

"Let's get going," I said. "We've been here three hours now and we still have the division to get over."

"He'll do it before I leave," snarled the boomer. "Back him up."

Next time was no better. The hogger went into a period of uncertainty and slowed down. But the big bozo acted quickly, faster than I believed he could travel. He ran forward toward the engine and heaved his lamp. It shattered against the window frame and the splintering glass cut the engineer's face.

The poor fellow just sat there as in a trance, drifting along. I had to holler at him to catch me on the string behind him. He eased us to a stop. Well, it was time for me to make a decision. I walked up to the head brakeman.

"Here's my lamp," I said. "Maybe you'll do better next time."

The lump sat there in the cab, google-eyed. This was the payoff. He must have sensed that, if necessary to gain our objective, we'd use up all the lamps in the yard on him. Even though I hated myself for it, that was the only thing I could do under the circumstances. The boomer code was rigid.

SO WE TRIED again. This time the fellow in the cab performed as nice as pie. We shoved the zulu and our crummy against the train, then went out on the main, where the engineer kept tooting at us. My Spokane pal glowered at him but said nothing.

He got a measure of revenge at the other end of the yards. There, we had to pull a number of tracks to fill out our train. Doing so, we would ordinarily leave a few tracks pretty well denuded where the other fellow could fit in his train. But the bullheaded boomer wouldn't have it that way. Instead, after we had gotten the cars out the way we wanted, we pulled all of the remaining cars up flush with the lead, so that the lad on the main couldn't tell which had empty spaces.

In daytime a brakeman could climb a boxcar and survey the field, but at night you had to walk down all the tracks and inventory them or else test by blindly shoving each track. The boys of those days weren't much on inventory. It was simpler to ease the train in against a track and let the throttle-jerker shove until you got a washout from your buddy, who'd be down at the lead at the other end of the yard, telling you they were coming through.

With the yard the way we should have left it, they would have a little power of selection and could pick the easy ones. This way they would have to bunch each track. So that's what we did to the smart-aleck crew. It was equivalent to cutting off your nose to spite your face, for it meant extra work for us.

We were both in a mean mood and gloated all night over the fact that the tough hogger had been forced to horse his engine over a dozen times, when he would have had to do it only once for us.

At length we shoved off. Our Spokane brother caught the caboose because we had a goodly stretch of desert ahead of us, with no meets requiring him to be at the head end to let the engine in. I cooked bacon, eggs, and coffee, after which the boomer, Pete, and I sat down to eat.

THAT MEAL I will long remember. Through open doors and windows wafted in the sweet fresh smell of the desert at night. We sat in utter contentment. Of all the occupations in the world, I know of none with the comradeship that railroading has. Even on miserable nights, there would be an invisible bond between the switchmen on the footboards going down into the yards in a swirling snowstorm.

I looked hard at the lad from Spokane that night while the starry-domed desert was sweeping by. I had hardly known him up till then. It was the first time I had encountered his doggedness. The caboose lamp caught his squinty eyes, which were as blue as his thousand-miler shirt. They were also as honest as his squareblocked shoulders, but always glacial.

I sized him up as a rugged man who lived as he saw it, an endless feud between engine and train men. We didn't realize it then, but we were just about the last of our breed. The glorious boomer epic was washing out on the sands of time. We were heading into obscurity because of changing conditions, just as the buffalo hunters and the long-rifle men went, to disappear slowly from the American scene.

Looking back from our cupola seat, we could see, across a vast spread of desert, the yards at Othello, where our mainline friend's headlight was still shuttling to and fro. In the desert country you can see for great distances, due to the clear air and flat country. The road out of Othello, as I remember it, makes a wide curve out to the south and west, and you can see as far as the curvature of the horizon will let you.

Well, there it was, a desert drama in which a squinty, blue-eyed boomer ran things to suit himself. A mighty transcontinental road was interrupted by a drifter and he got away with it. Such scenes were repeated an infinite number of times by the once-influential boomer.

Where was the supervision? you ask. There was tired old trainmaster Murphy trying to push trains through raw land and with raw men. There was Mr. Moll, the superintendent, an enormously fat man as I remember him, also weary. Neither was the story-book type—you know, the kind that caused wrecks and tried to discredit you so they could get your

girl. But they were honest men and indefatigable workers. Who helped out? Sometimes the boomer did, with his accumulated knowledge. And I don't mean to discredit the lads from the old main line of the St. Paul.

I HAVEN'T many mind pictures of Mr. Moll, but I do remember him one stormy day when the yard at Malden, Washington, was snarled up. Was he in the dispatcher's office where it was nice and warm? No, he was out on top of the boxcars with me, trying to help straighten out the mess.

Ever been atop a boxcar? Try it some wintry day and see how high and cold you feel. Then hike along the catwalk while the train is in motion, from car to car, high ones, low ones, all coated with ice. If there is no boxcar handy and you live in a big city, imagine yourself climbing out on the roof of an elevated train and riding it around, say the Loop in Chicago, skipping from car to car. Kinda takes your breath away.

As for Mr. Moll, picture an executive over 300 miles of track—a man who didn't come up through the operating end, as I recall—out there in the thick of it. Both he and trainmaster Murphy were rugged rails. The boomer clan would have been glad to have them as members.

If I remember correctly, Moll, Murphy, and chief dispatcher Sloan had their headquarters at Malden. I don't recall whether or not there was a dispatcher at Othello. Maybe the brass pounder there put out orders. The brass collars had to direct this big division from the Bitter Roots to the Cascades. They could be at only one place at a time, and tired men had to sleep at night.

All along the line, the home guards and boomers were carrying on over mountains, through the desert, and in the Coeur d'Alene pinetree country. They were their own dispatchers and trouble shooters. Each crew was the entire operating system, making its own way.

One time, by a freak accident five trains met at one place and couldn't pass each other. I don't remember where it was. I can only locate the place by saying there was a wye, one of the few on the line, cut into a clearing of the forest. How we all happened to meet there at once is a mystery to me. Some blamed the dispatcher. Perhaps the DS had brought several of them in close proximity, hoping to solve it later. But as old-timers know, on a single-track road where things were new and extras were given their heads to go when and where they had to, such a situation could, and actually did, occur now and then.

AT THAT TIME some of the cons, if caught short on a desirable meet, would put a flag on a train that had the right of way and then follow him out.

Any crew, dumped anywhere by itself, would have solved its own troubles. But five of those maverick trains, one of them a passenger, met in one complicated mixup. All of us brakemen gathered around a fallen tree and built a fire. Someone fished out a bottle and we started to railroad. We were all disgusted. No play for the individual here. Let the brains figure it out. The wye was short; it might hold ten cars or so on each leg.

The five conductors, congregated in a similar knot, had grandiose schemes for sawing by, in which we trainmen wanted little part. Such moves are nice on the table top during a long winter's night, but are laborious in actual practice.

I mention our meeting because it was one of those rare times when a lot of us got together and met each other for the first time.

A fellow from Mexico, relating his experiences, held the stage the longest. He told us about dark-eyed senoritas, explosive and jealous, and their rivals; and unforgettable nights at the cantinas, and chance shots in the dark, and bits of revolution and railroading, and the money he had made.

Yes, Mexico was a land of romance. It had been my objective when I went railroading, but first I had to learn the trade in the States. Before I could visit the southern republic, revolution had come in and the boys were streaming back across the border. These facts surged through my memory. As we listened, our fire burned low and the bottles went the way of all good bottles.

At length the conductors got the passenger train past the blockade by sawing and backing up a train and getting out another one, ours, by putting a flag on her. Soon there was nothing left on that spot but the dying embers and a few empty bottles. So far as I know, I never saw any of those fellows again, except a former doctor. Him I met only once after that night. I'll tell you about it next month.

Drawn by Victor G. Westman

STEVE MAGUIRE'S

TRANSIT TOPICS

FUNDS for short downtown people-movers in Los Angeles, Houston, Cleveland, and St. Paul have been approved by the U.S. Department of Transportation. The L.A. commitment of up to $136 million includes funds for initial engineering of a proposed 15-mile subway along Wilshire Blvd. linking downtown and North Hollywood. It would be the first segment of a proposed rapid transit system that is likely to be built some time in the future. Additional funds would go to a freeway bus project.

Construction of the 2.87-mile people-mover line would begin in early 1978. It would start carrying passengers in late 1980 or early 1981. Running twin elevated guideways, the people-mover's 30- to 75-passenger cars—depending upon the type of system selected—would carry patrons from Union Station to the L.A. Convention Center. En route, they would travel through the Bunker Hill urban renewal project area and south on Figueroa Street.

The daily passenger count is projected at 58,100 for a 10-cent fare. The goal would be to convince motorists to leave their automobiles in parking lots at either end of the line and use the facility instead. Arthur C. Davis of Reseda, Calif., sent us this info.

Among the other cities, Cleveland alone has an existing rapid transit system. But the downtown people-mover project there is an opportunity to connect pockets of economic activity in a dispersed downtown core, to link up urban components and rejuvenate the downtown.

Houston, now in the midst of an explosive growth pattern, has proposed a DPM system to link up older and new development activity centers. One attractive part of the $40 million Houston proposal is its financial plan, which includes, besides the UMTA grant, a $10 million UMTA loan. The loan would be repaid over a 10-year period from surplus farebox revenues and from lease income on real estate development. The fourth city, St. Paul, presents perhaps the best example of all to evaluate the role of a downtown people-mover system in stimulating new downtown investments.

Open car 7 of Carioca line was last Rio de Janeiro operation in 1976.

J.W. Higgins, Pacific Palisades, Calif.

HARRE W. DEMORO, an *Interesting Railfan* and frequent contributor to *Transit Topics,* is taking a six-month leave of absence from his job as transportation writer for the *Oakland Tribute,* effective Feb. 4, 1977, to become technical editor of *Mass Transit* magazine, Box 12601, Oakland, Calif. 94604. He'll be back on his old job next August but also remain in his new position.

Tourists remember this streetcar scene in Lisbon, Portugal, in April '73.

Wm. T. Morgan, AG2, OPS/MET Code 30, NAVSUPPFOR Antarctica, FPO San Francisco 96601

BOSTON is now using new Light Rail Vehicles (LRVs) to replace their aging trolleys. Built by the Boeing Vertol Co., the SLRV is a 71-foot-long articulated vehicle with a high level of passenger appeal.

This new generation of U.S.-built streetcars was pressed into service last December 30th by the Massachusetts Bay Transportation Authority because so many of the 25 to 35-year old streetcars had been disabled by a 12-inch snowstorm. The new light rail vehicles had been expected to have their first regular run a week later, but the emergency changed that. Faced with a shortage of 40 trolley cars on the Green Line of the MBTA, Operations Director David L. Gunn ordered the cars pressed into duty at once.

"I must have those cars," he said. "We need them."

It was an order which Gunn felt he could not have given two weeks before, when various technical problems

Citizen Street Ry., Detroit's new downtown trolley line opened in '76 with five Brill cars from Portugal.

Newport Electric Co. 3 ready for shipment to Asbury Park, N.J., shown at Bristol Ferry, R.I., in 1926.

Collection of Stephen D. Maguire

in the thousands of new parts on the vehicles made it impractical for passenger operation. But the manufacturer and MBTA technicians ran tests on the new modifications and said the vehicles were ready.

When the Light Rail Vehicles moved out of Riverside carhouse in Newton, each one had been operated between 1000 and 1400 miles. The first to leave was No. 3418, followed by 3420, 3415, and 3416.

A few minutes later, LRV 3415 was used to push a stalled Arborway trolley car out of the main track. For a brand new vehicle, that was an acid test. It was cold, windy, snow was blowing, and the crowds were heavy. Each LRV that went through the subway at the rush hour was packed to capacity of 219 people.

Each vehicle, powered from a 600 VDC nominal catenary power system, has two unique general-purpose electrical equipment lockers. These lockers, engineered and manufactured by I-T-E Electrical Products Group of Gould, Inc., of Spring House, Pa., contain electrical components associated with the distribution and protection of low-voltage (37 VDC) control power to vehicle subsystems. These control systems include propulsion, braking, air comfort, doors, and lighting.

Each finished-steel locker's front panel comprises an array of control components, circuit-breakers, cutout switches, convenience outlets, and a phone jack for communications. Test jacks mounted on a hinged door allow easy hookup for vehicle servicing and systems testing.

Canada's new Light Rail Vehicles will soon be tested in Switzerland, where they are being built. The first single-unit CLRV's will be tried out near Lausanne, the second in Vienna, Austria. The original order includes six single-unit cars and two articulateds made from single units in the original order of ten.

Meanwhile, a $17.5 million site for urban transit testing is to be built on a 480-acre tract 15 miles west of Kingston, Ontario. It is likely that 150 people, mostly professional engineers, will be employed there. Construction of the facility's two test tracks is beginning this spring.

STREETCARS in Boston, Mass., had machines dispensing chewing-gum at one cent a stick attached near the windows of each seat, from 1927 to 1929. For many years, too, numerous movie theaters had candy and gum dispensing machines which, when one popped open to disgorge the confection, made a noise heard all over the theater, thus annoying people watching the show. Does anyone know of streetcars in other cities that were so equipped?

A SEGMENT of track that once formed a part of the trolley car system in Kenmore and the Town of Tonawanda, N.Y., has been presented to the Niagara Frontier Transportation Authority in a ceremony in the Tonawanda-Kenmore Historical Society Building. Mike Pratko, Kenmore superintendent of public works, said a work crew uncovered a well-preserved piece of track.

THE ABANDONED trolley subway once used by Pacific Electric cars into downtown Los Angeles figured in the new motion picture "MacArthur." It played the role of the Malinta tunnel on Corregidor Island in the film starring Gregory Peck.

Photograph by Norton D. Clark

First official new MBTA train leaving Riverside for downtown Boston on Jan. 5, '77.

Norton D. Clark, 21 Endicott St., Newton Highlands, Mass.

MBTA Nos. 3420, 3416, and 3421 at Riverside barn on Nov. 3, '76.

Coast Cities Ry. 703 at end of line at North Long Branch, N.J., Sept. 19, 1928. Car was originally Bay State 4100 series, later Newport, R.I. Electric before being bought in 1926 for the company located at Asbury Park. Car was taken out of service in '29. See our item in Nov. '76.

Collection of Stephen D. Maguire

Flood-lit, sandbagged, and shell-pocked, the tunnel was turned into a faithful reproduction of Gen. Douglas MacArthur's last bastion before the fall of Bataan, the refuge of the battered survivors of the Japanese onslaught and the place where the General received the order to flee rather than be captured.

When it was opened in 1925, the subway tunnel was hailed as the first step in a new era of efficient transportation for Los Angeles. In its heyday, 50,000 passengers a day rode through it on a streetcar system linking downtown with Hollywood, Beverly Hills, Burbank, and Glendale. Then buses replaced streetcars, and the rails were abandoned in 1955.

REPORTING after a recent South American trip, J.W. Higgins, 1166 Fiske St., Pacific Palisades, Calif. 90272, says the Rio de Janeiro area has few remaining trolleys. Rio's standard-gage streetcars vanished about ten years ago, but a separate two-route meter-gage operation, the Carioca tramway, still runs frequent service with four-wheel open cars. The Carioca is a scenic hill-climber, starting from its downtown terminal on a Colonial-era aqueduct rebuilt for a single trolley track, then follows twisting cobblestoned streets just wide enough for two car tracks and intermittent parking.

The main line is double-track except at the end, where it has been cut back. Only one track is used from the last crossover to the present terminus. There is a single-track branch. The company's buses compete with the trolleys and go farther on to the former streetcar terminal at Silvestre. What saved the Carioca line is probably that it doesn't have to tangle with heavy motor traffic, thanks to its downtown access on the aqueduct, and because Almirante Alexandrino and the other streets it uses are only locally important, not main arteries to anywhere else.

Silvestre is also a way-station on the rack railway that climbs Corcovado mountain on a sort-of-hourly schedule. It still uses the locomotive-and-coach electric trains that it bought to convert from steam.

A READER sent us this clipping from a San Francisco paper (he didn't say which one):

Wanted: Young mechanics who care enough to preserve a great tradition and don't mind getting their hands dirty. The tradition is San Francisco's cable cars, now down to 39 in number. And a major problem is that the handful of artful mechanics who keep them running are growing older—some are near retirement—without replacements in sight.

Stan Northrop, 59, one of the remaining dozen mechanics, says most people assigned by the city to temporary duty fixing cable cars "figure it's too hard, lifting these big wheels.

"And we've got to get our hands dirty," he said. "They don't like that either."

Earl Chatterton, 53, adds: "You could train a cable-car mechanic in about a year to do most of the work, but he'd have to be capable in the first place.

"I don't mean a guy who can just change spark plugs. You can't just take anyone off the street."

A few days later we learned, ironically, of a tragic accident on the cable line that killed two employes who had been sent to repair a breakdown in the Nob Hill area. Curtis E. Green, general manager of the Municipal Railway, said the men had gone into the underground vault to fix a broken shaft on one of the big wheels. They decided to remove the grease fittings from the sheave before going to lunch. While they were at work, the crew at the cable-car barn stopped the machinery to allow the cable to slacken so it could be removed.

When the cable loosened, the uppermost wheel rotated slightly while the other remained stationary, crushing the workmen to death. Green said the machinists should have waited until cable-splicers had dropped the cable from the sheaves before beginning their work.

One angry gripman blamed the accident on Muni cutbacks in maintenance personnel, saying: "These were inexperienced workers and had no supervisors with them."

An experienced worker, he added, would have automatically placed a safety bolt between the two wheels. Because the wheels move in opposite directions, the bolt would have at least saved the men from being trapped in the moving spokes. Without proper supervision the men might have loosened some bolts and inadvertently started the wheels in motion themselves.

WE NEVER THOUGHT we'd find a "big hook" at a trolley museum. Not one, but two, were donated recently to California museums and are now on their property (hopefully on solid track). Southern Pacific gave the wrecking derricks to both the Orange Empire Railway Museum at Perris and the California Railway Museum at Rio Vista Jct. According to OERM *Gazette,* SP big hook 7090 with its tender arrived safely at Perris. The Bay Area *Electric Ry. Review* announces that SP 7030 is now being exhibited at Rio Vista Jct. Both are steam-operated.

A FIRE on the Bloor-Danforth subway line in Toronto, Canada, that destroyed three subway cars and extensively damaged a fourth will cost the Toronto Transit Commission about $198,000.

TTC's comptroller L.O. Morley, said that the insurance on those cars does not cover the total cost of replacement since it was assigned at market value of the cars when they were bought years ago. However, the Ministry of Transportation and Communications has indicated the TTC is eligible for subsidies of up to 75 percent of the additional replacement costs.

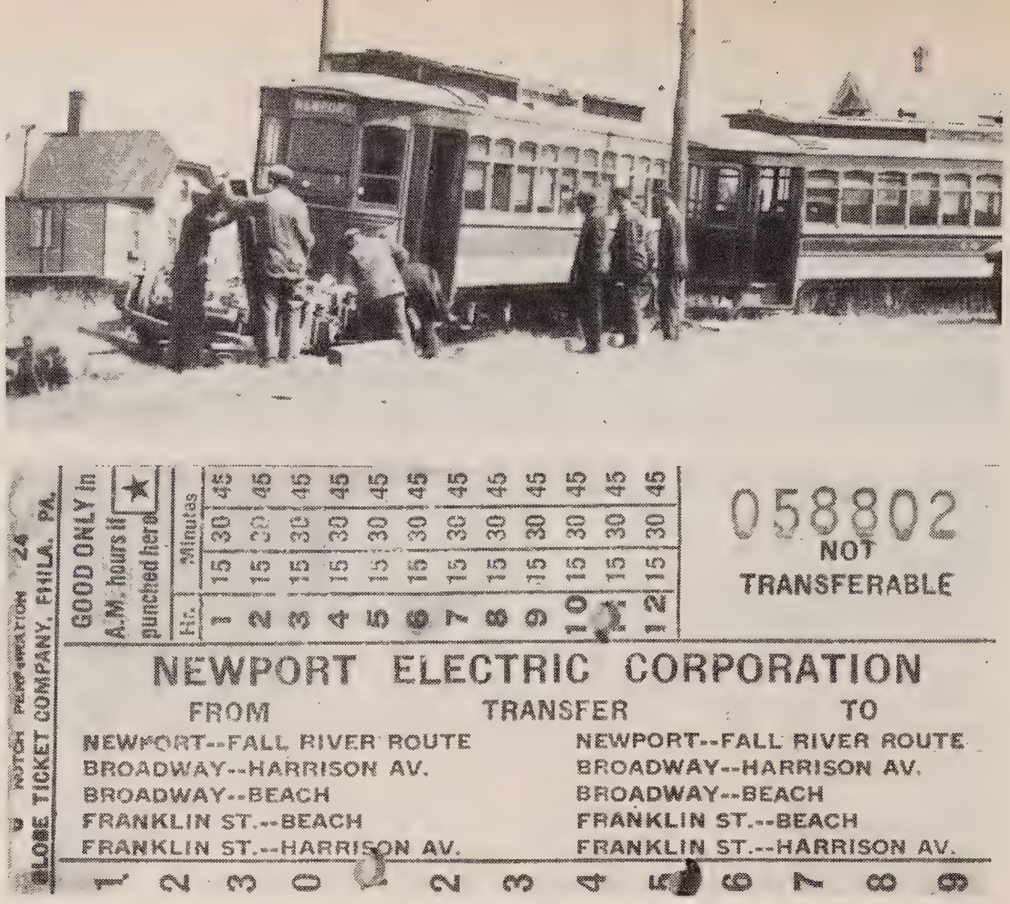
MASSACHUSETTS brass hats may have prevented a decision by "lame duck" members of UMTA in December to rule against funding for extention of

the Massachusetts Bay Transportation Authority's Blue Line from Revere, the present terminus, to Lynn, Mass., reports E. Rebsamen, of Winthrop, Mass. When the news leaked out, officials led by Governor Michael Dukakis contacted UMTA. It appears that a final decision may now be postponed until the Carter administration's new appointees can act.

PASSING from the transportation scene last May 31st was the famous old Connecticut Company, which had been formed May 31, 1907, by a change of name from the Thomaston Transportation Company. The new name for transit operations given is Connecticut Transit, short for Connecticut Transit Management, Inc. Also in 1976 the old Homewood carbarn in Pittsburgh, Pa., was sold to the city's Urban Redevelopment Authority and is earmarked for future commercial use.

Last September the Lindenwold high-speed commuter line of PATCO got a supplemental grant of over $15 million to aid in buying 46 new rapid transit cars for the line that now carries over 42,000 passengers daily on its 15-mile route through New Jersey into Philadelphia. In 1973 it received a $23 million grant for additional equipment, needed for increases in ridership after its 1969 opening.

PHOTOS of trolleys in western Pennsylvania counties of Jefferson, Indiana, and Clearfield are needed by a reader preparing a history of this area. Richard C. Albert, 557 Washington Ave., West Trenton, N.J. 08628, particularly needs views of lines at Punxatawney and Philipsburg, Pa., and of the United Traction St. Ry. that ran one line from DuBois to Big Run, Pa. The latter was separate from the DuBois city lines of which Dick has photos of open cars but not closed cars. He'd like to hear from anyone.



Newport Electric cars being prepared for shipment to Coast Cities Ry. from Bristol Ferry in 1926. One wonders if an Astor, Vanderbilt, or any other Newport nabob ever climbed aboard one of the cars and received a NE transfer.

Collection of Stephen D. Maguire

New Electric Publications

Chicago's Rapid Transit: Vol. 2, Rolling Stock, 1947-'76, published as Bulletin 115 by the Central Electric Railfans' Association, 256 pages 11x8½", hard-cover binding. Available from CERA, P.O. Box 503, Chicago, Ill. 60690.

Here is the second in a two-volume series of reference works covering the history of equipment, facilities, and operations of Chicago's elevated and subway lines from their beginning in 1892 to date. This complete coverage could not have been produced as well by any club other than the CERA, a Chicago-based group founded in 1938.

Almost incredibly, one of the founders was a young man who had joined Chicago Rapid Transit the year before. He is George Krambles, who remained active with CERA until his successive promotions on the job demanded so much of his time. Even as chief operating officer of the Chicago Transit Authority in 1976, George gave freely of his limited time, counsel, and photographic collection to make the new book as complete as it is.

Included are photos, both b&w and color, detailed descriptions of integral parts of rapid transit cars, cabs, controls, motors, trucks, couplers, etc., so well illustrated that this book could be most appropriate in any engineering college library.

Newport by Trolley!, by Donald M. O'Hanley, 96 pages, 8½x11", soft-cover binding, $6.95 from Boston Street Railway Assn., P.O. Box 102, Cambridge, Mass. 02138. Fifty years after trolley operations ended in the Newport, R.I., area, we have a well-illustrated history of the lines that once served Aquidneck Island and extended north to Bristol Ferry and east into Fall River, Mass.

Newport, as a former summer resort for the wealthy, a one-time location of the Naval Academy and naval base, was populated long ago, bringing the need for local trolley service by the late 1880's. The large system developed into part of the Old Colony Street Railway, later Bay State Street Railway, and finally in 1921 into a small remnant known as the Newport Electric Corp.

A second company operated a line north to Bristol, which had ferry service to the mainland. This was the Newport & Providence Ry. that ran until 1927. Besides the history of these companies, the book has maps, rosters, and fine old photos. But there are no views of the operations under Newport Electric (1921-'25). This is strange, because of so many other fine old photos from earlier years.

CONTINUE sending transit news to Steve Maguire, P.O. Box 51. Belmar N.J. 07719.

Boeing SLRV's, destined for Boston, undergo assembly and testing. SLRV's are now going to Boston's MBTA. San Francisco will receive them in 1978

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

SCL Lightweight U-18B 250, with GE floating trucks, at Raleigh, in '74.

Two pix by Curtis C. Tillotson, Jr., College St., Oxford, N.C. 27565

NOVEMBER 28, 1976, sadly marked the last run of Southern's *Piedmont,* the day train between Washington, D.C., and Charlotte, N.C. This leaves only the *Crescent* in that road's passenger timetables. The *Piedmont* was strange-looking in its later years, usually starting its run with five or six passenger cars and a string of piggyback flats hung on the rear. Power was normally three or four FP-7A's, depending on the piggyback tonnage.

When the piggybacks were dropped, it continued with the same number of locomotives—usually a five-car train pulled by three units. This looked rather ridiculous, but nothing beat the times when the *Piedmont* was used to ferry units north from Pegram Shops in Atlanta.

At such times, the mixed train would arrive in Salisbury, N.C., with three or four RS-3's, SW-1500's, even Norfolk Southern GP-18's, ahead of the regular three or four FP-7A's, five passenger cars, and a string of flats. The sight might even have made Lucius Beebe quit drinking.

I rode this train between Greensboro and Charlottesville, Va., in May, 1974, and found it very clean, comfortable, on time, and enjoyable, piggyback flats and all. At that time it seemed to be well patronized, but we were in the energy crisis period when trains picked up a few more passengers. At that time, the train went through to Atlanta.

Railfan photographer Curt Tillotson, Jr., was one of the many fans who spent the last day with #6 (north) and #5 (south). The weather was dark, rainy, and cold, suitable for the occasion. A Southern crewman was heard to ask, "Where were all these folks when we needed them?" And I'm asking, what will SR do now with the displaced FP-7's?

NEWS dated Dec. 7th from John H. Walker, 1106 Delmar, Midland, Texas 79701, says that in his area MoPac has been using some Geeps still lettered C&EI, a rarity in arid West Texas. Around Pecos, on the Texas & Pacific (MoPac) main, you can see the Pecos Valley Southern RR., which hauls rock and cantaloupes from the Pecos River Valley over a line now 35 miles long, using two GE 70-tonners, Nos. 7 and 8.

Pecos is served also by ATSF, but just barely, as that city is the southern end of a woebegone Santa Fe branch out of Carlsbad, N.M. Service is reportedly down to one train a month. The T&P (MP) keeps no local engines in Pecos, and the *Eagles* scream through at about 60 mph on the main.

Sanderson, Texas, is on the Southern Pacific main between El Paso and San Antonio. Many folks there work for the SP and are friendly to railfans, but you'd better ask permission before going on railroad property. That big dude in the Ford Bronco having no doors is an SP bull with a disposition dictated by circumstances. Amtrak rolls through Sanderson at night.

Childress, Texas, is on the main line of the Fort Worth & Denver (CB&Q, now BN), between Fort Worth and Amarillo. It was the main shops of the FW&D in steam days. (Read the *Interesting Railfan* article in this issue.) Now you can usually find between 10 and 15 units in Childress every day, including two local switchers. The old smoke-grimed roundhouse is gone, but the turntable is still being used. Get photo permission from trainmaster Orthegren. Although the FW&D station downtown is in disrepair, the city is trying to evict the present tenant and turn it over to the County Museum.

Quanah, Texas, is the home terminal of the Quanah, Acme & Pacific, a sibsidiary of the Frisco (SL-SF), which uses GP-7's numbered 546, 547, and 564, lettered for QA&P and sublettered SL-SF on the cab. John has seen other straight Frisco locos in black and gold at Quanah, likewise some newer orange and white U-25B's. The FW&D also serves Quanah.

Brownwood, Texas, is a reminder of the great days of ATSF passenger service. The yard is hard to find, but five tracks remain in front of the boarded-up, dreary, three-story depot. No local ATSF power here.

After visiting Iowa on vacation, John reports that the Rock Island people in Des Moines and Atlantic showed him a good time. Also cooperative were the C&NW, Mil-

One year to the day, Nov. 28, '75, before her last run, Southern's No. 6 northbound *Piedmont,* passes Lexington, N.C., hauling four car train.

Two 1,600-hp CP Rail locos and a special 20-axle Schnabel car were needed recently to transport this 590,000-lb. generator stater core from Montreal Harbor to Toronto for the Ontario Hydro Commission. The special train made the 330-mile trip at maximum speed of 25 mph, moving only in daylight.

Photograph by CP Rail

waukee, and Norfolk & Western, but the Rock went out of its way to be hospitable.

Two Texas railroad museums are worth stopping for: one at Weatherford, near Fort Worth, and another at Haskell, between Abilene and Wichita Falls. Finally, the Columbus & Greenville Ry (CAGY) has a 1977 calendar that's a beauty, showing their new paint scheme on a CAGY freight. Write them at COLUMBUS, Miss. Postage runs about 90 cents.

SPEAKING of calendars, *Interesting Railfan* Ed Wojtas, editor of *Amtrak News,* writes: "This year, for the first time, we are selling a calendar. Measuring 23x33", it features a full-color painting by Gil Reid of an F40P pulling new Amfleet cars, which can be cut off from the calendar itself and framed. Cost is $3.50 (plus sales tax for Illinois residents), from Amtrak Calendar, c/o Western Folder, 850 W. Fullerton Ave., Addison, Ill. 60101." Too bad this news didn't come in time for our January issue.

THAT DARK BLUE boxcar I mentioned in last issue with the reporting marks "LW" turns out to be a Louisville & Wadley RR., a 10-mile Georgia shortline that connects the two towns and interchanges with Georgia RR. and the Central of Georgia (Southern) at Wadley.

Aliquippa & Southern SW-1200 No. 1208 moved west through Cincinnati in late December on B&O, bound for Paducah for rebuilding. Elsewhere, the East Washington Ry., which was dealt a major blow when its prime customer, Potomac Electric Power Company's plant at Bennings, D.C., changed from coal to oil, has been given clearance to abandon the entire 3½-mile line. Plans to save it fell through.

CONRAIL NEWS is again the heaviest, with the biggest change being the return of 100 Canadian National units for "inspection" and the leasing of at least 40 Southern Pacific units. Because of a Canadian law, any Canadian unit leased outside that country for 90 days must pay a substantial tax. So Conrail sent back the units for inspection before 90 days. Perhaps they (or other CN units) will return. Rumor said that CN units were due back on Conrail in January. Reports of sightings put them still on Conrail right up until Christmas week. See any since then?

Al Shade, visiting Collinwood Shops in Cleveland on December 31st, found no CN units there; but in his report were Cleveland Electric Illuminating GP-38's doing yard work (pulling boxes and auto racks, not hoppers), three Detroit Edison units and the usual mix of Conrail family units, with more and more Conrail repaints. EL's Bicentennial 3638 retains her red, white, and blue but now is numbered 6669, lettered for Conrail.

Nate Clark, Jr., 3942 Wynwood Dr., Sharpsville, Pa. 16150, saw some CN units in December and before in his area, mostly in use on the former Erie Lackawanna main. Lacking cab signals, they could not be used as lead units on the PRR cab-signalled territory. Nate says the group of Bangor & Aroostook Geeps that used to work in the area between Sharon, Pa., and Youngstown, Ohio, are elsewhere, although one was spotted recently on road run BRC-75 at Atlantic, Pa.

Six-Axle power is seen through Sharpsville when it comes up out of Conway to get coal and ore trains off the Bessemer & Lake Erie at Greenville. Also coming down the B&LE and interchanged over Greenville are new GE units. This answers a reader's question last month.

Nate has seen UP, ATSF, MoPac, Cotton Belt, and BN units in Shenango Yard there. BN's new C-30-7's numbered 5300 5303 have passenger type F tightlock couplers. Nate wonders if this means BN is embarking on an anti-slack campaign for freights?

C. TOWNSEND 326 Homecrest Dr., Willow Street, Pa. 17584, on the old Pennsy's Middle Division between Lewistown and Altoona, reports seeing many dead units heading west spliced into freights, making their last miles into Altoona. He also spotted lots of EL's old Alco PS-3's, a Boston & Maine switcher (unknown type), F-7 and E-8 B units, etc. Some of the Alcos seen were lettered Amtrak. Live units in the area include many ex-New Haven Alco DL-701's, also leased units from SP, MoPack, and one Grand Trunk SD-40. Conrail blue cabooses are starting to outnumber those PC green ones.

AT HYDE PARK Yard in Niagara Falls, N.Y., the Conrail power is very mixed and interesting. Jonathan Paul Jenter, 8555 Bell Crescent, Niagara Falls, Ont., Canada L2G 6Y5, runs down the units that can be viewed there: "GP" series—all except the modified GP-20's (which are in Cincinnati), "SD" series—all except the two "Madison Hill" SD-7's (kept at Avon, Indianapolis), SD-9's and SD-38's (which we have here in Cincinnati, both models).

On rare occasions SD-38's seen here have "New Haven" stencilled on

cab. Conrail uses them in hump service. There are "SW" switchers—rare SW-1's, SW-9's, SW-7's, SW-1200's, and SW-1500's. A Peoria & Eastern SW-7, No. 8906, spent time in Hyde Park before being assigned to Buffalo. Although F-7's are rare, they have been seen recently. Many of the above units have since gotten Conrail blue.

On GE units, all B's have been seen, although GE units have been dropping off lately. C-models have been in, but they, too, are rare. Most C-C power is EMD. Alcos are still present, but in lesser numbers. S-2's and S-4's still switch, and RS-11's still operate in transfers across to Niagara Falls, Ontario. Some RS-3's had been used at Hyde Park, are now gone.

THE LEHIGH VALLEY presence in Niagara Falls, N.Y., is almost nonexistent, dissolved into Conrail. LV's yard there once boasted switchers and road units on layovers, then was reduced to SW-7 No. 220 after the Conrail takeover. Now she's vanished. Reading GP-30's and GP-35's on Conrail are new to the area. EL power, which formerly ran into Niagara Falls from Buffalo on transfers, now comes in on Conrail road runs. The GP-7's and 9's used on the transfers have been replaced by big power. Jersey Central units in both B&O blue and "Red Baron" schemes also seen on Conrail.

Conrail-leased units there include SP&S (BN) RS-3 No. 4064 and MoPac's GP-35's, both the straight and modified non-turbocharged units. Canadian National units have been replaced with SP's, which was quite a surprise. Non-Conrail power at Hyde Park Yard includes Toronto, Hamilton & Buffalo GP-7's and 9's, which are running into Hyde Park in place of Canadian Pacific RS-3's which previously did the job. TH&B power is used, but CP cabooses bring up the rear.

CONDENSING the reports from Jerry Rosenfeld, 133 Dulles, Dr., Dumont, N.J. 07628, I learn that Conrail blue units are becoming more evident in his area. U-28C No. 6524 has a "Wheels on Rails" logo on the fireman's side that was stencilled crooked, pointing toward the roof.

Jerry saw that ex-EL SDP-45 No. 3638 (now CR 6669, see Al Shade's earlier report) on EV-4 in Dumont on December 28th. Al later reported her in Collinwood. On Christmas Day, Jerry saw a colorful and interesting lashup on MW-1: Penn Central U-25B No. 2633, ATSF U-36C No. 8721, and CN GP40-2LW No. 9506. That's another report of a CN loco lashed with U.S. power; I had heard it wouldn't work. Also, that unit was supposed to be back in Canada by 1/1/77; did she make it? Jerry says the ATSF 8721 was clean and sharp-looking; must have just come off a run-through. She'll go home dirty, you can bet.

According to Jerry, Boston is to get 15 EMD F-40 PH's and 21 Amfleet-design commuter cars this year, all set up for push-pull operation. In June, 15 more F-40PH's and 63 additional Budd-built cars are expected. All remaining E-8's and 22 ex-NH GP-9's will be traded in on the new power, keeping five GP-9's. These will get HEP power to mate with the 20 ex-NH postwar "American Flyer" stainless-steel cars which are being given new electric auxiliaries.

This push-pull equipment is expected to be used on Conrail's Boston-Providence run and on some heavily-used B&M lines, freeing RDC's for use elsewhere. Ninety-five of B—M's and CR's RDC's are due for new engines this year.

BOB SIEBERT, 289 Joan Pl., Wyckoff, N.J. 07481, reports seeing SP 6607 and 6521, both GP-35's, with a Penn Central GP-40 and Erie Lackawanna GP-35 out of Hoboken, N.J. And Jim Dent, 223 Clark St., Mahwah, N.J. 07430, and associate Bruce Strong discovered the same lashup on December 30th in Croxton Yard at Secaucus, N.J. Jim sent me a list of 13 Canadian National units spotted through Suffern, N.J., from October 29th to December 12th.

JACK COTTRILL, 731 Hazel Street, Akron, Ohio, caught sight of EL's other Bicentennial unit, SD-45 No. 3632 last October. He is to be Conrail 6097. Anybody see her in CR paint?

Jack writes that while working the first trick hostler job at Canton, Ohio, in October, he heard the foreman complaining about the condition of four units that were leaving. They turned out to be four EL E-8's. No. 817 is the only number Jack remembers. Of their eight prime movers (two per unit), one had a bad lube oil leak. Another was out of water and when you poured water in one side it ran out the other, making an oily pool two inches deep in the engine room. Another engine was down for an unsolved reason, while three others were completely dry, leaving two prime movers in OK shape to move.

It was decided to tack a U-30B on the head end, after watering the rest, and the parade of wounded beasts had left town, perhaps forever. Hate to see the great passenger engines go but they are in such pitiful shape that it's almost a crime to operate them.

IRREPRESSIBLE Choo-Choo Charlie of Pine Top Trail, Bethlehem, Pa., 18017, says that Ironton RR. Baldwin S-10 (1000 hp) No. 751 (ex-Reading) is still is use on the Ironton, and fuels up at Bethlehem on weekends. Some unusual power on Conrail in Charlie's area includes F-7A's Nos. 1840, 1853, and 1710, plus some of "our" SD-9's, 6908 and 6909 in Allentown, and GP-9B No. 3825. One of Lehigh Valley's "snowbirds"—those big white and black C-628's that never got LV red—was spotted in CR renumbering, No. 6728 (ex-632), with same paint, except for big black blocks covering the famous old LV flag and lettering.

IN LETTERS postmarked 12/20 and 12/22, both Al Shade and Al Quader, the latter of 5822 Brookside Dr., Cleveland, Ohio 44144, report seeing CN units going strong in their area. In addition, Al heard a rumor at Collinwood that Conrail has ordered 100 new units for delivery in 1977, all to be GP-38-2's with wide-cabs like the Canadian National GP-40-21W's. Being air-conditioned, so they can be run with windows shut in summer to protect against rock throwers.

B.A. BIGLOW, 306-2166 Maisonneuve W., Montreal, Canada, says that CN GP-40 No. 4013, reported working on Conrail, was the unit which CN used to test its wheel-slip control—called "positive traction control"—which allows increased tonnage up to 15 percent on CN. All GP-40 and GP-40-2LW units leased to Conrail have this system.

RANDY WILLIAMSON, 362 N. Amboy Rd., Conneaut, Ohio 44030, reports that the old NKP (now N&W) main is very interesting these days with the Delaware & Hudson run-through power, including units that D&H bought from Lehigh Valley and Reading. Lately, Union Pacific U-33C's also have been coming through. But the real kicker is the presence of ex-Wabash F-7A's on N&W, used on everything these days from locals to hotshots. On December 30th the *Apollo* (hot piggyback) had two F-7A's, 60 pigs, and an ex-Wabash caboose!

Jim Chekouras, P.O. Box 541, Ashtabula, Ohio 44004, a little farther west, spotted the same train, westbound past NP tower there at 4:15 p.m. Following up Jim's survey on Cleveland Electric Illuminating Co. engines in our January issue, Ralph L. Phillips, 1116 Commonwealth Ave., Boston, Mass. 02134, identifies CEI's Bicentennial Alco switcher as ex-Erie Lackawanna S-2 518. Can anybody help Ralph with a slide of this loco in her new colors?

Also, the 0-6-OT "fireless cooker" mentioned was donated to the Lake

Shore Ry. Museum and can be viewed at the old New York Central depot in North East, Pa. Gilbert B. Harriman, RD. 3, Edinboro, Pa. 16412 was told she has been inspected and will be charged with steam this spring or summer.

CANADIAN SECTION: CP Rail loaned RS-18 No. 8782 to D&H the first week of December for power on the Adirondack, but while on D&H it had electrical troubles. Ditch lights will be applied to all units which will operate west of Alyth. Sub-zero weather lately has required the use of three units on trains 1-2. Baldwin DS-4-4-1000 No. 7072 and one other will be stored at Vancouver, B.C. as RS-23's Nos. 8020 and 8044 are giving good service there.

Montreal S-3 No. 6571 has been leased to Simplot Chemical of Brandon, Manitoba. RS-10's numbered 8578, 8582, and 8590, and RS-3 No. 8454 were due for the torch at Angus in early December. RDC-1 No. 9059 was sent to the Dominion Atlantic Ry. to replace bad-ordered No. 9049. Rs-23 No. 8025 evidently has been rebuilt with a different turbocharger setup. She has a crosswise stack, different turbo placement, different access doors, and cooling water must be checked from the opposite side. My records show her as stock-built by MLW in 9/59, a member of CP class DRS-10c, which has 13 members, Nos. 8109-8031.

CP has received an inquiry about the three FPA-2's still on the property, 4082, 4094, and 4095. Rumor has it that they might be sold to Amtrak, of all people! GP-9 8619 will be rebuilt at Angus and come out like chopped 8530. Baldwin DS-4-4 1000's are still operating, but there are problems. No. 7066 and 7072 are stored, as 7066 had air-compressor problems and 7072 engine trouble. It looks as though 7066 will be cannibalized to keep 7072 and others running.

S-4 7118 is back in service in Vancouver. Snowplow 400604 was sold to the Vermont Northern (new name for the old St. Johnsbury & Lamoille County). Funny thing; CP *Rail News* ran a snow story with an illustration of a train coming out of a drift near Regina, but they used a shot of Canadian National 2-8-0 2814!

Canadian National is painting the new VIA scheme on some Alcos, 6858 and 6765 are done, 6871 and 6787 are coming soon. CV 8081 is stored unserviceable, and 8080 is leased to tne Green Mountain RR.

CNR 2560-2563 noted due to be shipped out from the Montreal-Worthington's plant first week of December. Grand Trunk Western is leasing CN 5505-5509. Central Vermont and Boston & Maine are pooling

Four Maine Central new U-18B's, headed by No. 400, General Henry Knox, near Notchland, N.H., on their first unassigned run on Mountain Div. on July 17, '75. The road received ten GE U-boats for its Independence class. All are named, have eagle decals on their noses, and are numbered 400-409.

Ronald N. Johnson, 662 Highland Ave., So. Portland, Me. 04106

power into CN's Montreal yard, B&M power is normally GP-7/9's. Vancouver Wharves units 24 and 26 went to Squamish on the British Columbia Ry. for repairs.

No. 24 is back in action, but 26 might be used for parts to keep the others running. The Texas Gulf Sulphur Company's new GP-38-2's, numbered 054 and 055, were delivered, one by CN, the other by CP. Finally, five new Hawker-Siddeley passenger cars left Thunder Bay on CP train 921 in mid-December, destined for their new home, National of Mexico Railways.

MONTE SHOCKMAN, 5021 Peg St., Boise, Idaho 83705, drives 18 miles to the UP main at Nampa to catch mainline action, and says most power is EMD, although he has seen U-28's and U-30's occasionally. No big U-50's, though. Quite a bit of pool power is spotted including units from SP, MILW, BN and C&NW.

NORBERT SHACKLETTE, RR. 1, Villa Ridge, Mo. 63089, saw Union Pacific Geeps 234 and 159-B heading through Jefferson City, Mo. on December 20th, headed for rebuilding by Precision Engineering at Mt. Vernon, Ill. Many UP Geeps have been going this route. MP's GP-16's (those rebuilt Alcos) 72-77, now working in St. Louis, may soon be traded in. Missouri Pacific U-30-C No. 3319, involved in a truck wreck last May, has been running without a cab ever since ... a U-30CB? Manufacturers Ry. in St. Louis, which for years has had a fleet of shiny Alco switchers, 205-212, now MP 15 DC's 213-214 numbered 251-253 are shouldering aside the Alcos. Norb says they are kept very clean.

Another unit to look for on MoPac is U-30C No. 3311, fitted with an EMD cab, modified to fit the GE body, which resulted in a cab six inches longer and two inches higher than normal. Her photo appeared in November '76 *Pacific News.*

CHESSIE SYSTEM, B&O side, has been plagued with derailments, primarily in the East. One result is the running of 12 test unit-grain trains of 70 instead of 65 cars, each car loaded not to exceed 91 tons. According to tariff requirements, agreed on when the unit-grain rates were published, trains must be 65 cars with a maximum of 98 tons per car. B&O is having problems with top-heavy covered hoppers of grain, and so will try a lower lading maximum and longer trains.

THOMAS A. SAXTON, 5530 Wheeler St., Philadelphia, Pa. 19143, reports that B&O Alco S-4's 9034 and 9063 were delivered to the Octoraro Railroad by B&O train 682 on 12/31/76. The units were newly painted in B&O blue with yellow frame stripe, all lettering painted out. The Octoraro is the newly-formed operation of the old PRR Octoraro branch, which runs southwest out of Wilmington, Dela., into Maryland, roughly parallel to the Conrail main.

Over the next five years, Amtrak plans to buy 144 new locos and 638 passenger cars. In 1979 it will lease two Canadian LRC sets for trial service in the Portland, Vancouver, and Seattle area. New lightweight diesels, new electrics, new Metroliners are planned. Amtrak certainly sounds as though it'll be around a while.

Burlington Northern has banned Amtrak SDP-40F's as a result of a derailment at Ralston, Neb. The Ches-

SCL 3210 is one of 25 GE mates, which are simply a weighted frame with four traction motors, using power from a master locomotive. All ride on EMD Blomberg trucks. No. 3210 enroute to SCL is on PC in Ohio, in Sept. '72.

Photograph by Don Dover

sie System took similar action last year, but now allows the big units again. Thirteen derailments over the last three years, six on Chessie, four on BN, all between 50-65 mph while negotiating curves exceeding 2 degrees, have led to controversy concerning the SDP-40F's. Southern Pacific has imposed a 50 mph speed restriction on them around curves.

John R. Cox, 3011 31st St. North, Seattle, Wash. 98199, says that on 12/19 Amtrak trains out of Seattle were using freight units with passenger units trailing and providing heat. This works OK with normal, steam-operated cars, but the new F-40PH's must be used when Amfleet cars are run. On 12/22, the *Coast Starlight* had a 6400-series SD-40 and FP-7's 376-377. The *Empire Builder* had F-45 No. 6625 and SD-40 No. 6474, plus heater-car 1915. Delays due to slow orders and lack of compatible cars have been long.

SOUTHERN Pacific has an interesting program underway. The last of the rebuilt U-25B's, No. 6801 (now a U-25BE) is on the road. The other 66 U-25B's and possibly additional SP U-boats will get re-engined, but not with FDL-16's. Reportedly, SP was looking at Montreal 251's, but now I hear that the locos will get Swiss-built Busch-Sulzer power plants.

More on those Southern FP-7's: John Karvoner, 500 Columbia Dr., Decatur, Ga. 30030, reports many of them in storage at Inman Yard in Atlanta. He took a photo of five FP-7's, led by 6134 on a 40-car ballast-train run between Macon and Atlanta in 10/76.

Now I understand that Amtrak has leased at least 11 of them, and they have been spotted running into Cincinnati on the *Riley*. Amtrak is reportedly short of power. Also short, desperately so, is Conrail, with over 1100 units deadlined for repairs. Those CN units are tied up in legalities; might never get back on Conrail.

IN MARCH, 1973, Seaboard Coast Line took delivery of the first GE U-18B, a "baby boat" that looked like an undersized U-30. The new model is 5½ feet shorter than other four-axle U's, and carries an 8-cylindered, turbocharged FDL-8 rated at 1800 hp. In 1956, GE built a 12-cylindered export model for Mexico called a UD-18, which is popularly said to be the forerunner of all U-boat construction. This unit was rated at 1800 hp. So GE has come full cycle with the U-18B, 17 years later.

U-18B's are tough-looking, compact, little brutes, pleasing in design. The car-body is an exact duplicate of the latest U-23 and U-30 models. U-18B's are found on older GE AAR Type B, new GE FB ("floating bolster") and EMD Blomberg trucks.

SCL owns two classes of U-18B, with the 250-261 series weighing 15 tons lighter than the 300 series. The unit is equally at home in mainline and switching service. SCL used the model to kill off remaining RS-3's on lighter branch line jobs. Two variants were proposed but not yet built. The U-18BQ was proposed with a huge "crew quarters" cab, ostensibly for use on branch lines where crews would be laying over.

A straight switcher and transfer version, the U-18BT, featured an end-cab design in place of the road cab, and would look much like an M-420TR or stretched EMD SW model. U-18B's operating today include: SCL 300-392, 250-261; National of Mexico 9000-9044; Maine Central 400-409, Texas Utilities 101-102, and Providence & Worcester 1801. Ferrocarril del Pacifico of Mexico ordered them, but the order was changed to U-23B's before building. 163 total units were built, P&W's one-unit order being the latest.

SCL, good GE customer that it is, also is the only user of the GE MATE, or Motors for Added Tractive Effort. These are really slugs fitted for road service. They are not powered, merely a weighted frame with B-B trucks and four traction motors which take their power from a master locomotive, MU'd to the MATE. They are designed to be operated with the U-36B, as this unit produces high horsepower, but can be coupled into any power unit. For the most part, SCL uses its MATES in Florida over lighter rail on which heavy trains run. This spreads the weight and gives maximum tractive effort.

Many other roads, including SCL, have made yard and road slugs out of retired locos, but GE's MATE is the only slug produced new by an outside firm. SCL's first ten MATES carried number boards only on one end, but the last 15 have them on both ends.

New and rebuilt freight cars continue to increase in number, although Nov. 1976 was behind Nov. 1975 by almost 2000 cars. New ones I have seen include 50-foot blue/white boxcars lettered NSL (Norwood & St. Lawrence), also blue boxcars for the Apache Ry. and huge new Ortner wood-chip hoppers for SCL.

Motor Cleaning System

A $132,000 DISASSEMBLY and cleaning system at CP Rail's traction motor repair shop in Montreal shows promise of exceeding forecast production demands. It has already attained the initial target capacity of 12 motors per day, doubling the former level of production and cutting overall cost.

"It could handle up to 18 motors per day of we were to operate three full shifts," says Stan Carrick, the railway's manager of manpower and facilities planning.

The system is one of a series of current modernization and improvement projects designed to upgrade the efficiency of the traction motor section of Angus Shops. Its three elements are a disassembly bench, a giant washing machine, and a vacuum dryer.

Electric motors that drive CP Rail locos are removed at maintenance centers across Canada and brought by rail directly into Montreal's Angus Shops in specially modified gondola cars.

Motors are put through the washer for the first wash-down; then the two major components, frames and armatures, are separated in the disassembly area. After that the armature and frame are washed. The final step is vacuum drying. Motor frames and armatures then go their separate ways to be re-united after repair.

Motor manufacturers are pleased with CPR's installation. They have been encouraging railways to find alternatives to the vapor-degreasing method of traction motor cleaning because chlorinated hydrocarbon agents used in degreasing can damage the insulations used in electrical equipment.

CONTINUE SENDING diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. •

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. How is Amtrak doing on the West Coast?

It made great gains last year on three Pacific Coast routes, where new Amfleet equipment replaced older conventional coaches. For instance, in September '76, compared with the same month in 1975, ridership was up 72 percent on the Seattle-Portland route; up 69 percent for Seattle-Vancouver, and up 64 percent on the Los Angeles-San Diego operation.

2. Did Norfolk & Western sell any engines to the Richmond, Fredericksburg & Potomac during WW2?

Yes, in 1944. Six K-3 class Mountains, Nos. 200-205. Delivery was begun in Feb. and completed in April N&W had used the locos on both freight and passenger runs.

3. Where was the first welding in U.S. railway bridge construction?

On structures of the industrial railway serving plants of Westinghouse Co. at Wilmerding, Turtle Creek, and East Pittsburgh, Pa. However, the first bridge in general traffic service to receive such treatment was that of Chicago Great Western across the Missouri River at Leavenworth, Kan., in 1928, which was rebuilt and strengthened under traffic by welding in additional material.

4. I remember Canadian Pacific's gas-electric No. 9004. Any specs?

Built in 1930, this car had an over-all length of 72 feet and seated 50 passengers. It was powered by a gasoline electric, DC electric generator, and two electric motors. Two fuel tanks, each holding 190 gallons of gasoline, gave it a range of 480 miles at an average speed of 30 mph; maximum speed from 60 to 65. The car weighed 139,000 lbs. and could haul a 50-ton first-class coach. Does any Canadian railfan know what finally happened to it?

5. I work for Santa Fe out of Barstow, Calif. I understand there are two types of railroad retirement employee disability annuities. What are they?

The first is an annuity based on disability for all employment (total disability). It is payable at any age under 65 to employees with at least 10 years of rail service. The second is based on disability for the employee's regular occupation (occupational disability). You can collect it at any age if you have had at least 20 years of rail service, or at age 60-64 if you have had 10 or more years of service. You must also have a current connection with the railroad industry in order to qualify for an annuity based on occupational disability.

6.Words, please, to "Signs o' Spring," by Leon R. Harris.

Saw a ray o' sunlight peepin' through a winder o' the shop.
Sun don't ever see that winder 'cept in Spring.
It's beneath a big transformer that is belt up by a prop,
And the sun has got to twist to dodge that thing.

Heard some fellas on the shop train arguin' 'bout seeds—
Should they plant 'em in the light or dark o' moon?
Don't know nothin' 'bout the moon-time, but if they 'ud beat the weeds,
They 'ud better plant their gardens pretty soon.

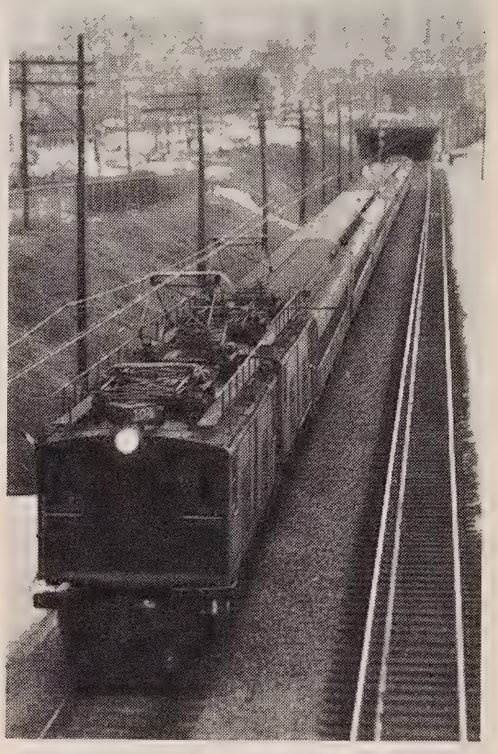
And a bloomin' fly came buzzin' by while I was eatin' lunch.
Guess those little pests don't ever freeze or die.
This one's just out inspectin' fer a billion o' the bunch
That'll come and bring us trouble by and by.

Got a funny kind of' feelin' somethin's happened to my blood;
Eyes keep wanderin' toward them open doors a bit.
Drank some sassafras fer breakfast, but that didn't do no good;
Guess I want to go fishin', that 'bout it.

Tell yer winter woes to Sweeney, I've no time to listen in,
Spring is comin' faster than our engines run;
I ain't goin' to church next Sunday.
Reckon it'll be a sin
Jist to stay out in that April air an' sun?

7. Tell me about Vermont Ry., Inc.

The line, with headquarters in Burlington, Vt., hauls freight and TOFC service from that point to Bennington, Vt., and White Creek, N.Y., about 128.6 miles. Connections are made with the Boston & Maine, Delaware & Hudson, Green Mountain, Central Vermont, and Clarendon & Pittsford. The road was incorporated Oct. 25, 1963, to operate that part of the Rutland which the State of Vermont had bought after the Rutland was abandoned. The state leases the track to the VTR. Service had been discontinued in Oct. 1961, but VTR restored it Jan. 6, 1964. The line has 6 locos, 330 freight cars.

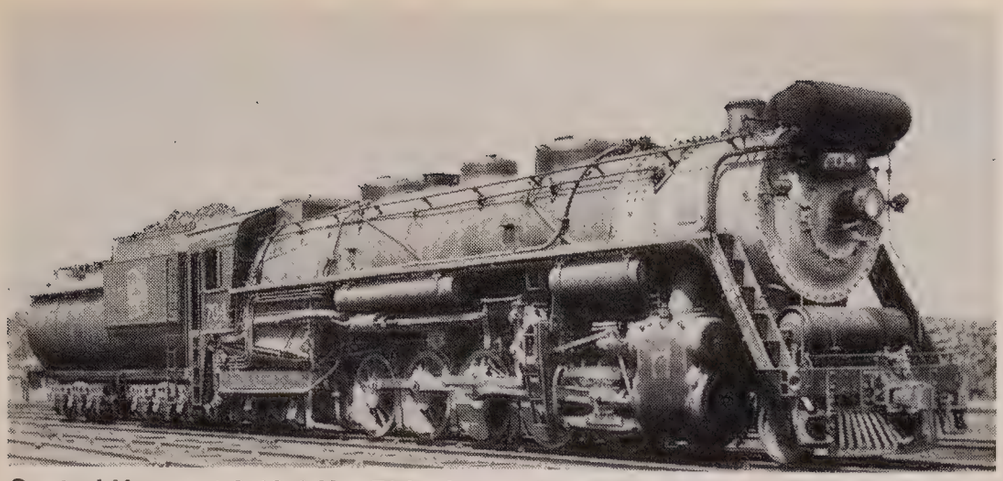


Canadian National train 907, led by electric loco 104, emerges from Mt. Royal tunnel at Portal Heights, headed for Cartierville, Que., in '66.
John C. Illman, 7400 Errol Dr., El Cerrito, Calif.

8. When did Wabash steam operations cease?

Twenty-two years ago. By the end of 1953 the Wabash became totally dieselized, except for operations over the Illinois River bridge at Meredosia. Because of severe weight restrictions, steam's last stand on the road occurred at the Wabash's birthplace on the original line of the Northern Cross. Moguls (class F-4, No. 569, built by Rhode Island, 1899; No. 576, built by Richmond, 1899, and No. 587, built by Rhode Island, 1899) plied the Bluffs-Keokuk branch until replaced in 1955.

9. A while ago you named Canada's longest railroad tunnel. Where is the second longest?



Central Vermont 2-10-4 No. 704, class T-3a, at St. Albans, Vt., in '36.
Collection of Gorton T.H. Wilbur

This is the 3 mile, 268-yd. Mt. Royal Tunnel at Montreal on the Canadian National's short route into the city. The Canadian Northern opened it in 1918. 1918, at a cost of $3,000,000.

10. Which was the world's busiest stretch of railroading during WW2?

Pennsy's electrified lines between New York and Washington. For the four years, 1942-'45, it carried nearly 200 million passengers, often more than 200,000 in a single day. Freight transported during those war years was about 160,000,000 tons.

11. How come a diesel loco accelerates more rapidly than a steam engine in the lower speed ranges and more slowly in the higher ranges?

This variance of performance was due—and probably still is—to the basic difference between the two forms of drive. The diesel-electric, owing to its constant speed power source, exerts about full horsepower at all speeds. On the other hand, the steamer has a horsepower rating of zero at starting, increasing to its maximum output at from 30 to 35 mph. In the latter instance, the rise in the horsepower is due to the cylinders, which, being directly connected to the wheels, cannot, at low speeds and full gear, use all the steam the boiler is capable of producing. As the cut-off is shortened and speed increased, however, the cylinders generate more horsepower, for they approach the maximum use of steam.

For this reason, a diesel-electric of the same rated hp. accelerates more rapidly up to a speed of about 10 mph, beyond which point the steam loco pick-up is more lively, until the capacities of the two machines leveled at 25 to 30 mph. This quick getaway of the diesel was a big factor in railroad's early displacing 0-6-0's and 0-8-0's in yard goat service.

12. Know of any noted musical composers who were railfans?

Yes, a few. Czech composer Antonin Dvorak (1841-1904) was a railway enthusiast who made daily trips to Prague's main depot and was friendly with many engine crews. Once he was too busy to go, but sent his servant to check the engine number on a certain train. When the man returned, he was chided for having noted the tender number by mistake. French composer Arthur Honegger (1892-1955) was so fascinated by steam engines that in 1924 he wrote his famous locomotive tone-poem for orchestra, *Pacific 231.* British composer and conductor Eugene Goossens (1893-1962) also was a knowledgeable railfan. So was Constant Lambert (1905-'51). Maybe you can add some others to the list.

13. When was the first Reading Ramble?

Jim Holton, veep of news for Station WNBC, New York, who is also a Reading historian, tells us that this was on Oct. 4, 1936. The Ramble, sponsored by NRHS, left Reading Terminal, Philadelphia, with No. 178 pulling a train with about 500 railfans aboard for an all-day trip through the Schuylkill Valley. They visited the Reading shops at Reading, Pa., Cocalico Valley, Lancaster, Lebanon, Pine Grove, Tremont, and Schuylkill Haven, before returning to Reading Terminal. This was the first of many such Rambles of nostalgic memory.

14. Who invented the automatic wigwag light signal?

Jacob D. Hughson of Prairie City, Ill., patented an automatic flagman in 1877 that was the great-granddaddy of our modern wigwag signals. At the approach of a train, his mechanical man would wave a flag and strike a bell beside him, while a light in his plug hat would flash. (Imagine what kids today would do to this set-up!)

"My invention," Hughson wrote, "comprises a flag, bell, and light signal geared with weigh or spring power for working them and having drop contrivances and an electric tripping device. The passing train will trip the stop mechanism and allow the power to work the signals at a given time, after which they will stop and be ready for the next train."

His warning contraption, of course, bears little resemblance to wigwags of today, but from his automatic little flagman modern signals evolved.

15. What were ruling grades of the W&LE Dist. of the Nickel Plate 25 years ago?

On the Toledo Div. eastbound: 1.3 percent from Huron Jct., just southeast of Norwalk, to Hartland, Ohio. Westbound: 1 percent for the nine-mile stretch from Adena, northwest to Pittsburgh Jct., near Cadiz, where connection was made with the Pittsburgh & West Virginia Ry. On the Cleveland Div. eastbound: 1.9 percent for the five miles from Baltic to Chile, 12 miles northeast of Coshocton, Ohio.

Running Extra

YOUR Aug. '76 issue solved the riddle of Mass. Central No. 4 at Hudson, Mass., which was my mother's birthplace. An aunt of mine lived near the railroad station on Pope St., close to where the photographer must have stood. The apartments in the background now look familiar, but when I was there in the 1920s there were many elm trees, and I didn't recognize the area. I was disappointed that the famed New England rail photographer Herb Arey had no data on that photo.—Willis C. Hendrick, Southern Calif. Chapt., R&LHS, 3949 Lees Ave., Long Beach, Calif. 90808.

I WANT PHOTOS and blueprints of Pennsy S-1, 6-4-4-6. Also Aug. '39 issue of *Railway Mechanical Engineer.*—J.L. Leininger, P.O. Box 407, Port Barre, La. 70577.

ANYONE HAVE recent info on the Irrigon cut-off and the station at Hinkle, Ore., near which I once lived?—L.A. Ware, 1265 Melrose Ave., Iowa City, Iowa 52240.

I HAVE a silver (or silver-alloy) plated paperweight with an American Locomotive Co. engine on top. How many such weights were made? Anyone tell me about this company?—Nicholas Clifford, RD 1, Box 392, Morris, Conn. 06763.

WAS THERE ever a game called Dispatcher? If so, who manufactured it? I seem to recall reading years ago in your magazine about this game that was played by utilizing railroad-type

operations to advance around a board somewhat like Monopoly.—Robert J. Baker, 14720 101 St., Edmonston, Alta., Canada T5E 4H3.

SOMETIME in the 1930s an 0-8-0 switcher, No. 14, was built for the Alton & Southern. She had forged aluminum main and side rods. Her cab, boiler jacket, etc., also were aluminum. Was she an experimental engine? How did she perform? What happened to her?—F.H. Getz, 2348 Harrisburg Pike, Lancaster, Pa. 17601.

INFO wanted on Erie's gas-electric cars.—Doug Lanum, 1080 Woodmere Rd., Columbus, Ohio 43220.

NOT SO on that answer sent in about the Pioneer & Fayette in Ohio being America's shortest common-carrier railroad. It does not connect Pioneer and Fayette, which are about 13 miles apart, while the railroad is only 2600 feet long. Years ago a track ran between these two towns and crossed the Wabash mainline one-half mile northeast of Alvordton, Ohio. None of it remains but this 2600-foot spur running east from the old Wabash line to a small facility now used exclusively for loading bulk dog food from a company in Fayette.—Duane L. Riley, Rte. 3, Edwardsburg, Mich. 49112.

I WANT INFO on the wreck of Grand Trunk's eastbound *International Limited,* June 3, 1919, at Cardinal, Ont. What type of engine, with what number was involved?Casualties, if any?—Stanley W. Cadwell, 200 Lionel Ave., Solvay, N.Y. 13209.

GLENELG in South Australia has a single interurban electric line about seven miles long. Anything similar in the U.S.?—G. Xaymen, P.O. Box 3, Drummoyne, N.S.W., Australia 2047.

I'VE GOT Mobile Fidelity's *Greenboard South* record, which features 4501 at the 1970 NRHS convention. The loco whistle was rather high-pitched but mellow and pleasing, not a screechy screamer. I was told, and also read, that the 4501 has a deep-toned steamboat whistle, similar to Southern's 722. Anyone know the origin of this whistle?—Russell G. Bates, 1325 N. Cogswell Rd., South El Monte, Calif. 91733.

WOULD LIKE to know locale of cemeteries where famous railroad people are buried, especially John Blair and E.H. Harriman.—Howard E. McConnell, 658 Valley Rd., Montclair, N.J. 07043.

I HAVE 8x10" pix of Central Vermont 704 and Canadian Pacific 5916. Please tell me: (a) Spec differences between CP's 5916 and CV's 704. (b) What were their percentages? (c) What does percentage mean as applied to an engine? (d) How do those two locos compare with Texas & Pacific No. 600?—Roy Tombs, Box 143, Falkland, B.C. VOE 1WO, Canada.

IN ANSWER to a recent query whether there is a Berwind R.R. in Pennsylvania: no, there isn't. But the Berwind-White Coal Co. at Berwind, Pa., loads in their own coal hopper cars.—O.W. Brooks, RD 1, Emporium, Pa. 15834.

ARE ANY non-tourist narrow-gage lines still hauling freight?—Steve Sonafrank, Box 32, Bunker Hill, Ind. 46914.

I WANT PHOTO of engine *Adolphus* of the Manufacturers Ry. She bore the name of Anheuser Busch with the trade emblem on the tender. Would welcome any other Anheuser-Busch railroadiana.—Festus von Blon, Box 6422, Waco, Texas 76706.

ANYONE KNOW of a book or books published on train wrecks?—John Sutton, P.O. Box 141, Harmon, Ill. 61042.

I HAVE a first preferred mortgage bond issued by Wilmington & Manchester R.R. Co. to Morris K. Jesup of New York on May 7, 1866. It was one of 700 bonds issued for $1,000 carrying the signatures of the road's president, trustee, and secretary. I also have a book, *Catechism of the Locomotive,* by Mathias N. Forney, published in 1832. Anyone interested?—Lous D. Gatchell, P.O. Box 7, Woodstock, Va. 22664.

HERE'S A partial answer to Oakman Mullen's query in July '76 issue. The CM&StP ran passenger trains as far as Wilson Avenue as late as 1915, and maybe later. This branch extended to Church Street in Evanston on right-of-way now used by Chicago Transit Authority. The C&NW line through Evanston, part of the Milwaukee Div., was already elevated as far back as I can remember, 1907. Madison Street Terminal of the C&NW was completed in 1911. The change from Wells Street Terminal was made at that time. I have an old gas light fixture from that building.—J.W. Webster, Rte. 1, Box 21, Ft. Benton, Mont.

WHAT IS meant when a locomotive goes into the shops for Class I repairs? At what mileage, or hours operated, does this maintenance usually take place?—Joseph E. Pelan, 1842 Shore Rd., Seaville/Ocean View, N.J. 08230.

I ENJOYED SEEING The *Oregon* pictured in your Aug. '76 issue. As an ex-Boston & Albany employee, I'm interested in a history of B&A motive power. The *Oregon,* No. 55, like her sister locos, The *California,* No. 54; the *Texas,* No. 56, and the *Cleveland,* No. 57, were built for Western R.R. of Mass., by the Lowell Machine Shops in 1853. Each of the four was an Eight-wheeler with 16x22" cylinders, 54" drivers and weighed 25 tons. They were so much like "Eddy Clocks" that it was difficult to tell the difference.—Albert E. Smith, 5 Council Grove, West Brookfield, Mass. 01585.

ANSWERING a recent query, the car President Truman used in his campaign was named *Roald Amundsen* and is now in McCormack Railroad Park at Scottsdale, Ariz. Plans are being made to restore it to the same condition as when Truman was campaigning. The 90-year-old Santa Fe depot in Peoria, Ariz., has been moved and also placed in McCormack Park.—Earle R. Hoyle, Sun City, Ariz. 85351.

W&LE District train hauled by Nickel Plate Berkshire No. 828, class S-4, entering Homestead Yard, Toledo, Ohio, made up of coal hoppers in early 1950s.

Nickel Plate Road collection

HOBBY CLUB

conducted by Sy Reich

HOWARD GREENE, the genial prexy of Railway & Locomotive Historical Society, was in New York recently to present the gleaming R&LHS Stockton & Darlington 150th anniversary silver medallion award to Freeman Hubbard, editor of *Railroad Magazine,* for Freeman's outstanding contributions to railroad history and his blazing the way for the railfan organization movement. Howard came also to address the monthly meeting of the society's New York Chapter.

This year's R&LHS annual meeting, April 29-May 1, will be hosted by the Pacific Coast Chapter. Fred Stindt, Pacific Coast's major domo, has pulled out all stops for this one. Art Lloyd, Amtrak's answer to the West Coast, and convention coordinator for the meeting, reports a deluge of inquiries for what could very well be the society's best-attended annual meeting.

R&LHS's first chapter, New York, set the largest attendance record when over 130 from throughout the U.S. and Canada met in 1974. Art has sent each inquiry a packet containing info of San Francisco and surrounding area. It's kind of hard to beat this area for scenery, history, fun, and excitement. The three-day meeting program had been enclosed for members in the society's Fall '76 *Railroad History.*

Fred Stindt has lined up: reception, gala banquet, and meeting; special cable cars (No. 1 and Bicentennial car) to cable-car barn, chapter's museum, and gift shop; trip to Old Sacramento's Railroad Museum containing historic rolling stock donated by Chapter; visit massive SP shops, Sacramento, and ride all 5 San Francisco streetcar lines in historic car No. 31 and Bicentennial PCC car. Meeting headquarters will be at the Towne House, 8th and Market streets, San Francisco, within one block of trolleys, buses, and BART. For more info, contact Arthur LLoyd, 20 Arapahoe Court, Portola Valley, Calif. 94025.

RAILFAN JOURNALS that pour across my desk often mention the XY&Z road being hit again by vandals. No nation is exempt. Canadian, British, and European railroads are victimized. So, what can we railfans do about it? Here's one way.

Richard F. McCleery of Hornell, N.Y., writing in a recent *Locomotive Engineer,* suggests an approach that could not only reduce the vandalism rate but offers the hope of positive identification of those committing these acts. A large number of rail buffs are photographers, writes Dick, and go to great lengths to snap pix of trains and locomotives. An increasing number of them carry radio scanners and CB radios in their vehicles, the scanner to overhear train talk and the CB to contact others. He wonders if these railfan photographers might be enlisted in the drive against vandalism.

Dick isn't suggesting that they constitute a posse or some form of vigilante group, but could be summoned to the point of an attack and use their camera equipment for pix of potential or actual vandals. He says, naturally, such a plan would have to be worked out with local and railroad police. It's a good suggestion. Let's see if some workable plan can materialize.

BEGINNER DATE-NAIL collectors may be interested in nails from several railroads being offered to newcomers to the hobby. Write F.A. Gump, 617 S. Wellington Dr., Deltona, Fla. 32763.

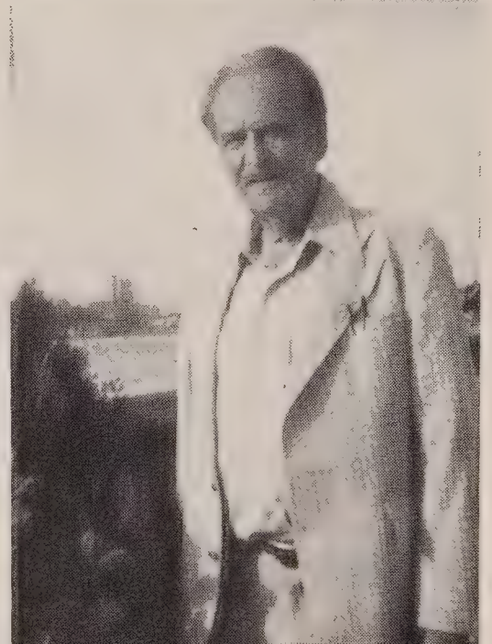
CAPE CODDERS, attention! The Bourne (Mass.) Historical Society is planning to open the Gray Gables station as the Bourne Railroad Museum this spring, reports Don Hodge, ed of Boston Chapt. NRHS's newsletter *Steel Wheels.* They're looking for railroad and/or trolley memorabilia from the vicinity of Bourne. That includes Buzzards Bay, Bournedale, Sagamore, Monument Beach, Pocasset, Cataumet, and Gray Gables. Material may be offered to the Society as a gift, loan, or for sale. Contact Howard D. Goodwin, 10 Monument Neck Rd., Buzzards Bay, Mass. 02532. South Yarmouth's Tom Annin should be especially interested in this new museum.

SEATTLE'S Puget Sound Ry. Hist. Assn. is approaching the 1977 operating season and hopes it will be as good as '76, when 21,000 visited the museum. Larry Bunting, ed. of *The Sounder,* figures special accolades should go to Pete Ceander of the Car Department operation and Gary Aust of maintenance-of-way. No question, without good operations and good right-of-way maintenance, you're dead.

ROCK ISLAND TECHNICAL SOCIETY has been plagued with internal problems over the last eight months. They are working on the situation and

R&LHS awarded silver medal to editor of *Railroad Magazine* for notable achievement in field of rail history and lore. One side shows the first run on Stockton & Darlington Railway. Other side pictures the Society's emblem.

Freeman Hubbard in Cairo, Egypt, with River Nile at his back, last October. Photograph by Naomi Hubbard



Remember the old tortoise and hare fable? This guy, inspecting an old NYC branch in Mich., between Ida and Lenawee Jct. wants to race next train.

Photograph by Interesting Railfan John Uckley

hope to rectify it soon. To help in this, they want each member to put his or her name, address, and membership number on a postcard and mail it to Jon Romelton, president, RITS, Box 597, Postville, Iowa 52162.

GARY POLLOCK and Bob Tennant reported in a recent newsletter of the Scotian Railroad Society, Halifax, N.S., that the Sydney & Louisburg Ry. Hist. Society has set up some challenging goals for 1977 by making a start on its much-needed freight shed to improve displays. Also further expansion by possibly adding a chapter in Glace Bay and formulating a relationship with the Cape Breton Steam Ry. Furthermore, the Musquodoboit Ry. Museum has been busy with a New Year's party marking the 61st anniversary of the official opening of the Musquodoboit Ry. and making railfan plans for '77.

TOM DANIELS, ye ed. of Colorado Midland Chapt. NRHS newsletter, *Colorado Midland Rails,* writes that a new organization has been formed in the Centennial State—the Alpine Tunnel Hist. Foundation. Prior to his death, author and chapter member Dow Helmers had submitted an ambitious plan to the U.S. Forest Service to restore the west portal of the Alpine Tunnel area of the old Denver, South Park & Pacific Railroad.

To make sure his dreams were realized, the formation of the Foundation was begun last summer. It is headed by Leonard B. Jouett of Grand Junction, with one of the chapter members, Bill Jones, as a trustee. A master plan for sites and projects, mainly will be developed by the Forest Service, and the Foundation will assist.

Bill Jones reports that the projects approved by the Forest Service for '77 are: finishing depot work begun by F.B. Trudgeon, renovating old boarding-house outhouse, repairing coal platform, and work on grade right-of-way, including palasade capstones and tunnel inspection. There are eight classes of membership in the Foundation: active $10, sustaining $15, and contributing $25. For more info contact the Foundation at 2359 Monument Drive, Grand Junction, Colo. 81501.

C&O, PERE MARQUETTE, and Hocking Valley fans should be interested in a club catering to their interests. They don't have to look farther than the Chesapeake & Ohio Historical Society, P.O. Box 417, Alderson, W. Va. 24910. The Society's aim is the preservation of the three roads' historical data, equipment, and artifacts and the encouragement of research into C&O subjects.

Past projects of the Society include literature pertaining to C&O history, reproduction of drawings of equipment, model loco kits, annual calendars, and the sale of C&O railroadiana. A convention is held each year in a C&O city for members to meet and exchange info. The Society also publishes a club organ, the *Chesapeake & Ohio Historical Newsletter.* Membership fees are $10.50 per year with the newsletter mailed first class, or $7.50 with it sent third class.

THE MUSEUM of the 9,000-member Train Collectors Assn. is nearing completion east of Strasburg, Pa., behind the Red Caboose Lodge, not far from the State Railroad Museum and slated for a May 1 opening, writes Luther P. Cummings of Lancaster. It will show the oldest and newest in toy trains in displays, and operate layouts of trains of three different gages. Eric Buckley, Jr., is business manager of TCA. What with this new museum, the State Railroad Museum, the Strasburg tourist line, and the great possibility of the NRHS library being located nearby, a railfan has a lot going for him in this locale.

A NICE PART of our hobby is the way different groups help each other. A case in point is a recent piece by Dick Butler, ed. of Arizona Chapt. NRHS newsletter *Desert Rails.* He paragraphs that the Pacific South-

Maybe you can figure out a catchy title for this photo. It shows an iron horse, BR&W 60, three live horses, a pony, a billygoat, and a pretty gal.

Interesting Railfan James A. Neubauer, 3320 N. Sacramento Ave., Chicago, Ill. 60618

Popular Dixie 4501 hauling Tenn. Valley Railroad Museum '76 Autumn leaf trip near Westel.

John W. Coniglio, P.O. Box 6312, Chattanooga, Tenn. 37401

west Railway Museum Assn. (that's Dick Pennick's group) has its private car, the *Victoria,* on display on Harbor Drive across from the *Star of India* in San Diego for the enjoyment and education of visitors. On week-ends, the car's richly decorated interior is open from 11 a.m.-5 p.m. The museum, in addition to the 1927-vintage *Victoria,* is displaying from its collection the Coos Bay Lumber Co. engine No. 11, built in 1927 by American Locomotive Co.

MID-AMERICA'S railfan newsletter *Midwestern Rails,* edited by Frank White, announces that the Iowa DOT has available a *Transplan '76* outline and map. This shows which rail lines are necessary, need further study, or are not needed. The different lines are color keyed. Also available are *Transplan '76* for $5 each, and *Transplan '76 Summary,* $1. The outline and map cost 25¢. The State of Iowa has released its new '76-77 transportation map, which includes railroads, for the first time and it's free. Write Office of Advance Planning, 826 Lincoln Way, Ames, Iowa 50010.

Michigan railfans will enjoy a book called *Guide to Fun in Michigan.* While it is mainly for the outdoorsman, it is invaluable to the railfan because of its collection of county maps that show all roads plus the railroad lines. The 130-page book costs $5.95 postpaid. Contact Michigan Out-of-Doors, P.O. Box 2235, Mich. 48911.

A 29-page booklet entitled *A History of Early Railroading in Winona County* (Minnesota) is available for $1 plus postage from the Winona County Historical Society, 160 Johnson St., Winona, Minn. 55987. It relates early history and incidents of the W&StP, C&NW, CGW, CB&Q, GB&W, and Milwaukee. For more Midwest rail news contact Frank White at White Publications, 208 N. Stewart St., Genesco, Ill. 61254. Twelve issues of *Midwestern Rails* cost $7.50.

BIG DOINGS in Tampa, Fla., June 3-5, reports George Gerhart, ed. of Miami Chapt. NRHS newsletter *The Southern Spike.* It's the all-Florida NRHS meeting sponsored by Tampa Bay Chapter in conjunction with the Sunshine Region of National Model Railroad Assn. Films, slide shows, rail model contest, trip to San Antonio, Fla., and riding behind an ex-Rockton & Rion Mike over a portion of the old ACL between San Antonio and Blanton will be part of the big week-end.

SHORT LINE LOCOMOTIVE ROSTERS

Compiled by Sy Reich

For the purpose of our rosters, a short line railroad is defined as a common carrier listed in the *Official Guide*, the *Pocket List of Railroad Officials*, or both, with a route length less than 400 miles. Tractive effort and weight are given in pounds. Locomotive builders: GM-EMD—General Motors-Electro Motive Div.; GE—General Electric; BW—Baldwin-Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse; Alco-GE—American Locomotive Co.-General Electric Co.; FM—Fairbanks Morse; GMD—General Motors Diesel Ltd.; MCGE—Montreal Locomotive Works-Canadian General Electric; Alco Pr.—Alco Products; Alco—American Locomotive Co.

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Conemaugh & Black Lick Railroad								
50	650	Whitcomb	65DE-19a	B-B	32,500	130,000	1944	1
51	650	Whitcomb	65DE-19a	B-B	32,500	130,000	1944	2
52	650	Whitcomb	65DE-19a	B-B	32,500	130,000	1944	3
53	650	Whitcomb	65DE-19a	B-B	32,500	130,000	1944	4
54	650	Whitcomb	65DE-19a	B-B	32,500	130,000	1943	5
55	650	Whitcomb	65DE-19a	B-B	32,500	130,000	1943	6
56	650	Whitcomb	65DE-19a	B-B	32,500	130,000	1944	7
60-61	600	GM-EMD	SW1	B-B	?	?	1949	8
62-62	600	GM-EMD	SW1	B-B	?	?	1950	8
62-65	600	GM-EMD	SW1	B-B	?	?	1950	8
100-102	1000	GM-EMD	NW2	B-B	?	?	1949	
103-105	1200	GM-EMD	SW7	B-B	?	?	1949	
106	1200	GM-EMD	SW7	B-B	?	?	1950	
107-111	1200	GM-EMD	SW7	B-B	?	?	1950	
112-117	1200	GM-EMD	SW7	B-B	?	?	1950	
118-119	1200	GM-EMD	SW9	B-B	?	?	1952	
120-121	1200	GM-EMD	SW1200	B-B	?	?	1956	9
122	1000	GM-EMD	NW2	B-B	?	?	1948	10
123	1200	GM-EMD	SW9	B-B	60,470	246,010	1952	11
124	1000	GM-EMD	NW2	B-B	62,100	248,300	1941	12
125	1000	GM-EMD	NW2	B-B	62,125	248,500	1945	13
126	1000	GM-EMD	NW2	B-B	61,800	247,200	1949	14

Effective date: Sept. 1976. Sources of information: C&BL, Everett, Preston W. Duffy & Son, American Aggregates. Units on present roster: 62-64, 100-119, 122-126. Numbered notes:

(1) 50 was originally U.S. Army 8412, then Patapsco & Back Rivers 67 (7/48), then C&BL 50 (4/50), then Bethlehem Limestone ? (3/54).

(2) 51 was originally USA 8139, then C&BL 51 (6/51), then Bethlehem Limestone 50 (3/54), then Deitch Co. ?.

(3) 52 was originally USA 8491, then S.A. Healy Construction Co. ?, then South Buffalo 45 (1st) (12/47), then C&BL 52 (12/50), then Fore River 14 (5/53), then Marshall Equipment Co. 14 (11/17/56), then Canadian Car & Foundry 7 (12/56).

(4) 53 was originally SB 46, then C&BL 53 (12/50), then BL ? (7/54).

(5) 54 was originally USA 7967, then S.A. Healy Const. ?, then SB 40 (1st) (1/48), then C&BL 54 (9/51), then Olavarrie & Co. ? (10/56).

(6) 55 was originally USA 7978, then S.A. Healy Const. ?, then SB 41 (1st) (12/47), then C&BL 55 (9/51), then sold (8/54).

Cooperstown & Charlotte Valley Railway								
2	—	Alco	—	0-6-0	?	?	1942	
100	1500	Alco-GE	RS-2	B-B	60,000	253,500	1949	1

Effective date: July, 1975. Source of information: C&CV. Units on present roster: 2, 100.

(1) 100 was originally Delaware & Hudson 4022, then C&CV 100 (8/71).

Condon, Kinzua & Southern Railraod								
104	600	GE	70-ton	B-B	41,280	137,600	1951	

Effective date: Oct. 29, 1965. Source of information: CK&S. Units on present roster: 104.

(7) 56 was originally USA 8468, then S.A. Healy Const. &, then SB 44 (1st) (4/48), then Fore River 12 (11/48), then C&BL 56 (7/53), then Everett 56 (3/54), then Preston W. Duffy 56, then American Aggregates 56, renumbered 60474.

(8) 60-61, 65 sold to Bethlehem Steel, renumbered 60-61, 65.

(9) 120-121 sold to the Cambria & Indiana, renumbered 38-39.

(10) 122 was originally Philadelphia, Bethlehem & New England 28 (1st), then C&BL 122 (2/65).

(11) 123 was originally Florida East Coast 228, then Precision Engineering 228, then George R. Silcott and Preston W. Duffy & Son 228, then C&BL 123 (5/69).

(12) 124 was originally Southern Pacific 1319, then SP 1913, then Golden State Iron & Metal ?, then Precision Engineering ?, then C&BL 124 (10/69).

(13) 125 was originally Illinois Central 9156 (1st), then Ic 1006, then GM-EMD ?, then Precision Engineering ? (5/69), then C&BL 125 (9/70).

(14) 126 was originally Pittsburgh & Lake Erie 8744, then Precision Engineering ?, then C&BL 126 (5/71).

Conway Scenic Railraod								
15	380	GE	44-ton	B-B	22,225	89,600	1945	1
47	—	Grand Truck	—	0-6-0	36,703	174,000	1921	2

Effective date: May, 1975. Source of information: C&C. Units on present roster? 901, 902, 1003.

(1) 15 was originally Main Central 15, then CS 15 (1/75), then Locomotive Fifteen Corp. 15 (3/75). Leased to Conway Scenic.

(2) 47 was originally Grand Trunk 1795, then Canadian National 7470, then Canada Dominion Sugar 7470, then to several private owners, then Fred Steck ?, then Dwight Smith ? (7/68), then CS 47 (5/74). This unit has 22″x26″ cylinders, 51″ drivers, and 175 psi boiler pressure.

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Copper Range Railroad (abandoned March 31, 1973)								
100-101	1000	BW	DS 4-4-1000	B-B	72,000	240,000	1947	1
200	1200	BLHW	S-12	B-B	72,000	240,000	1951	2

Effective date: June, 1975. Sources of information: CR, NH&I, White Pine Copper Co., George R. Silcott. Units on present roster: none.
(1) 100-101 were sold to George R. Silcott, renumbered 100-101; then to McHugh Bros. and leased to the New Hope & Ivyland as NH&I 100-101 (1/74).
(2) 200 was sold to White Pine Copper Co., and renumbered 200 (1973).

The Corinth & Counce Railraod								
901	900	GM-EMD	SW900	B-B	69,000	230,000	1960	
902	900	GM-EMD	SW900	B-B	69,000	230,000	1961	
1003	1000	GM-EMD	SW1001	B-B	69,000	230,000	1974	

Effective date: May, 1975. Source of information: C&C. Units on present roster: 901, 902, 1003.

Cornwall Railroad (abandoned in 1965)								
12	600	GM-EMD	SW1	B-B	50,000	200,000	1940	1
14	600	GM-EMD	SW1	B-B	50,000	200,000	1940	1
16	600	GM-EMD	SW1	B-B	50,000	200,000	1940	1
100-101	1000	GM-EMD	NW2	B-B	?	?	1947	2
120-121	1200	GM-EMD	SW7	B-B	?	?	1950	3
122	1200	GM-EMD	SW7	B-B	?	?	1950	4

Effective date: June, 1975. Sources of information: Barnes & Tucker, Bethlehem Steel, Vulcan Materials, P&BR, CRANDIC, PB&NE. Units on present roster: none.
(1) 12, 14, 16 were originally Philadelphia, Bethlehem & New England 212, 214, 216; then PB&NE 2, 14, 16 (5/48, 6/48, 6/48); then Cornwall 12, 14, 16 (4/58); then Patapsco & Back Rivers 155-157. P&BR 155 sold to Barnes & Tucker, renumbered 1 (3/10/66). P&BR 156 sold to Bethlehem Steel, renumbered 75 (7/10/73). P&BR 157 sold to Vulcan Materials (3/2/73). Other information claims that P&BR 155 was sold to Iowa Electric Light & Power, renumbered 52.
(2) 100-101 were originally PB&NE 26 (1st), 27; then Cornwall 100-101 (4/50); then PB&NE 26 (1st), 27. PB&NE 26 (1st) sold to the P&BR, renumbered 120 (1965).
(3) 120 sold to the PB&NE, renumbered 44 (1967). 121 sold to the P&BR, renumbered 121 (4/64).
(4) 122 sold to the P&BR, renumbered 122 (10/63).

Cotton Plant-Fargo Railway								
1	?	Plymouth	?	B	?	?	?	

Effective date: Sept., 1976. Units on present roster: one.

Coundersport & Port Allegheny Railroad (abandoned April 15, 1970)								
D-1	380	GE	44-ton	B-B	22,000	88,000	1946	1
D-2	380	GE	44-ton	B-B	22,000	88,000	1950	

Effective date: Sept., 1976.
(1) D-1 was sold to Stewartstown Railroad, renumbered 10.

Craig Mountain Railway (abandoned Aug. 5, 1965)								
50	380	GE	44-ton	B-B	26,400	89,000	1940	1

Effective date: May 13, 1975. Sources of information: CM, Port of Portland. Units on present roster: none.
(1) 50 was originally Great Northern 5200, then GN 50, then Donovan, Lovering & Boyle Const. Co. 50 (11/51), then Morse Bros. Machinery 50, then Craig Mountain 50 (1955), then Roseburg Lumber Co. ?, then Northwest Machine Sales ?, then Port of Portland 402 (8/3/67).

The Cuyahoga Valley Railway								
55	800	GM-EMD	SW800	B-B	56,380	228,680	1952	2
600	600	GM-EMC	SW	B-B	50,000	204,000	1936	1
855	800	GM-EMD	SW8	B-B	56,380	228,680	1952	2
960-961	900	GM-EMD	SW900	B-B	56,800	231,500	1956	
1050	1000	GM-EMD	SW1000	B-B	60,914	248,135	1966	
1051	1000	GM-EMD	SW1001	B-B	62,777	257,308	1073	
1280-1282	1200	GM-EMD	SW1200	B-B	61,000	248,300	1956	
1283-1285	1200	GM-EMD	SW1200	B-b	60,700	247,100	1957	
1286	1200	GM-EMD	SW1200	B-B	60,890	247,800	1965	

Effective date: May 30, 1975. Source of information: CV. Units on present roster: 855, 960-961, 1050-1951, 1280-1286.
(1) 600 was originally Elgin, Joliet & Eastern 205; then CV 600 (12/1/55), then traded to GM-EMD for new power (12/66). (2) 855 was originally GM-EMD 500, then CV 55 (1955), then CV 855 (1955).

The Dansville & Mount Morris Railroad								
1	300	GE	44-ton	B-B	26,400	88,000	1956	
2	400	GE	44-ton	B-B	26,400	89,000	1949	1

Effective date: May, 1975. Sources of information: D&MM, B&H, George R. Silcott. Units on present roster: 1-2. (1) 2 was originally Bath & Hammondsport D-1, then George R. Silcott D-1, then D&MM 2 (2/71).

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Danville & Western Railway *(merged into the Carolina & Northwestern Railway)*								
1-2 (1st)	*1500*	*Alco-GE*	*RS-2*	*B-B*	*60,700*	*242,900*	*1949*	*1*
1-2 (2nd)	*1500*	*Alco-GE*	*RS-2*	*B-B*	*56,500*	*226,000*	*1948*	*2*
5-6	*1500*	*Alco-GE*	*RS-2*	*B-B*	*56,500*	*226,000*	*1948*	*2*

Effective date: Sept. 1976. Source of information: SOU. Units on present roster: none.
(1) 1-2 (1st) were sold to the Cincinnati, New Orleans & Texas Pacific, renumbered 6206-6207. They are off the CNO&TP roster. (2) 1-2 (2nd) renumbered 5-6; then renumbered Carolina & Northwestern 5-6; then sold to GM-EMD (12/64, 9/64).

Dardanelle & Russelville Railroad								
5	*300*	*Plymouth*	*XL*	*B-B*	*25,000*	*100,000*	*1929*	*1*
12	*300*	*GE*	*45-ton*	*B-B*	*22,500*	*900,000*	*1955*	*2*
14	*600*	*GM-EMC*	*SW*	*B-B*	*50,400*	*202,000*	*1937*	*3*
15	*600*	*GM-EMD*	*SW1*	*B-B*	*50,000*	*200,000*	*1949*	*4*
16	*600*	*GM-EMD*	*SW1*	*B-B*	*50,000*	*200,000*	*1942*	*5*
17	*1200*	*GM-EMD*	*SW7*	*B-B*	*60,720*	*242,890*	*1950*	*6*

Effective date: Dec., 1975. Sources of information: D&R, MP. Units on present roster: 15-17.
(1) 5 was originally Wildwood & Delaware Bay Shortline 2, then Birmingham Rail & Locomotive ? (1935), then Joseph E. Seagrams & Sons ? (11/30/35), then Bois d'Arc & Southern ?, then Rockdale, Sandow & Southern 5, then D&R 5, then retired (1960), then sold for scrap (2/69).
(2) 12 was sold to Birmingham R&L, renumbered ? (1975), then sold to Vulcan Materials, renumbered ?.
(3) 14 was originally Missouri Pacific 9001, then D&R 14 (11/8/59). Now being cannibalized.
(4) 15 was originally Galveston Wharves 201, then D&R 15 (4/7/67).
(5) 16 was originally Chicago & Eastern Illinois 99, then C&EI 6001 (2/7/68), then D&R 16 (3/68).
(6) 17 was originally Chicago Heights Terminal Transfer 132, then CHTT 1208 (2/68), then D&R 17 (5/23/75).

Davenport, Rock Island & North Western Railway								
1-2	660	Alco-GE	S3	B-B	58,800	196,000	1951	1
3-4	660	Alco-GE	S3	B-B	58,800	196,000	1952	1
5-7	660	Alco-GE	S3	B-B	58,980	196,600	1953	1
84	600	GM-EMC	SW1	B-B	50,000	200,000	1939	2
86	600	GM-EMC	SW1	B-B	49,600	198,400	1940	2
107	1200	GM-EMD	SW7	B-B	61,568	246,270	1949	3
602	1200	GM-EMD	SW1200	B-B	36,000	247,600	1954	4
640	1200	GM-EMD	SW1200	B-B	36,000	248,400	1954	4
865	600	GM-EMC	SW1	B-B	22,000	202,960	1939	5
871	600	GM-EMC	SW1	B-B	22,000	202,960	1940	6

Effective date: Sept., 1976. Sources of information: DRI&NW, BN, CMSP&P. Units on present roster: 84, 86, 107, 602, 640, 865, 871.
(1) 1-7 were sold to Birmingham Rail & Locomotive (12/3/75); then partial interest sold to George R. Silcott. 1 sold to USS-Agri Chemicals; 2 sold to Vicksburg Chemical Co.; 3 sold to I. Bork & Sons.
(2) 84, 86 were originally Chicago, Burlington & Quincy 9139, 9141; then Burlington Northern 84, 86; then DRI&NW 84, 86 (10/75).
(3) 107 was originally Northern Pacific 107 (2nd), then BN 107, then DRI&NW 107 (10/75).
(4) 602, 640 were originally Chicago, Milwaukee, St. Paul & Pacific 2050 (1st), 2035 (1st); then CMSP&P 602, 640; then DRI&NW 602, 640 (10/75).
(5) 865 was originally CMSP&P 1612; then CNSP&P 962; then CMSP&P 865; then DRI&NW 865 (10/75).
(6) 871 was originally CMSP&P 1623, then CMSP&P 968 (1st), then CMSP&P 959, then CMSP&P 871, then DRI&NW 871 (10/75).

De Queen & Eastern Railroad								
D1-D2	600	Whitcomb	65-ton	B-B	35,000	140,000	1942	1
D3	800	GM-EMD	SW8	B-B	57,500	230,000	1951	2
D4	900	GM-EMD	SW900	B-B	57,500	230,000	1954	2
D5	1200	GM-EMD	SW1200	B-B	62,000	248,000	1960	
D¾	2500	GM-EMD	GP35	B-B	61,250	245,000	1964	
Dy	3000	GM-EMD	GP40	B-B	66,250	265,000	1966	
D15	3000	GM-EMD	GP40-2	B-B	?	?	1972	
D16	3000	GM-EMD	GP40-2	B-B	?	?	1973	

Effective date: Sept. 1976. Sources of information: DQ&E, George R. Silcott. Units on present roster: D5-D7, D15-D16.
(1) D1-D2 were originally U.S. Army 8445, 8462; then sold to Whitcomb; then sold to DQ&E renumbered D1-D2 (12/47); then sold to Dierks Forest Industries (Weyerhaeuser Timber), renumbered D1-D2.
(2) D3-D4 sold to Dierks Forest Industries (Weyerhaeuser Timber), renumbered D3-D4.

Delray Connecting Railroad								
64	1000	Alco-GE	S2	B-B	57,900	230,000	1945	1
66	660	Alco-GE	S1	B-B	59,400	198,000	1945	
68	660	Alco-GE	S1	B-B	59,400	198,000	1945	
70	660	Alco-GE	S1	B-B	59,400	198,000	1945	
72	660	Alco-GE	S1	B-B	59,400	198,000	1945	
72	660	Alco-GE	S1	B-B	59,400	198,000	1945	

Effective date: April, 1973. Sources of information: DC, AC&Y. Units on present roster: 66, 68, 70, 72.
(1) 64 sold to the Akron, Canton & Youngstown, renumbered 103 (6/16/62). Retired (10/12/66) and sold to Norfolk & Western, which traded it to GM-EMD for new power.

Delta Valley & Southern Railway								
50	300	GE	45-ton	B-B	30,000	100,000	1954	

Effective date: Dec., 1966. Source of information: DV&S. Units on present roster: 50.

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Des Moines & Central Iowa Railway								
100	600	GE	70-ton	B-B	41,300	139,000	1947	1
503	380	GE	44-ton	B-B	26,400	88,000	1941	2
600	600	GE	70-ton	B-B	41,300	139,000	1947	3
700	600	GE	70-ton	B-B	41,300	139,000	1947	3
1000	500	Whitcomb	75DE-12c	B-B	37,500	150,000	1951	4

Effective date: Aug., 1972. Sources of information: DM&CI, C&NW, CRI&P. Units on present roster: none.
(1) 100 was originally Unadilla Valley 100, then DM&CI 100 (1950), then sold to Andrew Merilles Ltd.
(2) 503 was originally New York, Ontario & Western 103; then Fernwood, Columbia & Gulf D-5; then Fort Dodge, Des Moines & Southern 503; then DM&CI 503 (1957), then FDDM&S 503 (1960), then Andrew Merilles Ltd. ?.
(3) 600, 700 were originally Jamestown, Westfield & Northwestern 600, 700; then DM&CI 600, 700 (1950); then sold to Andrew Merilles Ltd.
(4) 1000 was originally Canadian National 7820, then Chicago, Rock Island & Pacific 1016; then DM&CI 1000 (10/55), then scrapped.

Des Moines Union Railway								
1-3	660	Alco-GE	S1	B-B	58,200	194,000	1940	1
4	660	Alco-GE	S1	B-B	50,400	198,000	1946	2
5	1000	GM-EMC	NW2	B-B	61,325	245,300	1940	3
6	1000	GM-EMC	NW2	B-B	61,325	245,300	1940	3
7	1000	GM-EMD	NW2	B-B	73,500	244,990	1946	3

Effective date: May 16, 1975. Sources of information: DMU, WAB, Becker Sand & Gravel, George R. Silcott. Units on present roster: none.
(1) 1-3 sold to the Wabash (1/62). 1 rebuilt, renumbered WAB 1, sold to Precision Engineering (1964), and scrapped. 2-3 were used for parts.
(2) 4 was sold to George R. Silcott (8/71), then to Becker Sand & Gravel, renumbered 4 (1972).
(3) 5 was originally Wheeling & Lake Erie D-4, then New York, Chicago & St. Louis 98; then DMU 5 (12/61). 6 was originally W&LE D-1, then NKP 95, then WAB 347, then Norfolk & Western 3347, then DMU 6 (1/67). 7 was originally WAB 350, then N&W 3350, then DMU 7 (12/67). These units were originally leased from the WAB, then N&W, but returned to N&W. DMU 5-7 were renumbered N&W 3346, 3347, 3350 (1972). N&W 3346 retired (11/72). N&W 3347 retired (1/67), was traded to GN-EMD for new N&W power.

Detroit & Mackinac Railway								
S-8	—	Baldwin	—	0-6-0	?	120,000	1914	
10	400	GE	44-ton	B-B	22,000	88,000	1942	1
D-120	100	Plymouth	DLC/6	B	4,000	16,000	1927	
646	660	Alco-GE	S1	B-B	59,700	198,000	1946	
466-467	1500	Alco-GE	RS-2	B-B	73,200	244,000	1946	2
468,469,4610	1500	Alco-GE	RS-2	B-B	68,800	244,000	1946	2
481	1500	Alco-GE	RS-2	B-B	69,150	244,000	1948	2
974-975	1600	Alco-GE	RS-3	B-B	61,300	245,300	1954	3

Effective date: Aug. 4, 1975. Source of information: D&M. Units on present roster: S-8, 10, D-120, 646, 466-4610, 481, 974-975.
(1) 10 was originally Minneapolis & St. Louis D742, then M&SL 10, then Standard Oil 10, then SE 10 (rebuilt 10/56), then D&M 10.
(2) Also rebuilt 466-4610, 481 to 1600-hp (1955-8).
(3) 974-975 were originally Boston & Maine 1512, 1517; then Morrison-Knudsen 1512, 1517; then rebuilt by M-K to 1800 hp, M-K model TE56-4A (1974, 1975); then D&M 974-975 (1974, 1975).

The Detroit & Toledo Shore Line Railroad								
41-42	1500	GM-EMD	GP7	B-B	62,000	240,000	1951	
43-44	1500	GM-EMD	GP7	B-B	62,000	240,000	1951	
45-40	1500	GM-EMD	GP7	B-B	62,000	240,000	1952	
50	1500	GM-EMD	GP7	B-B	62,000	240,000	1953	
116-118	1200	GM-EMD	SW7	B-B	62,000	246,000	1950	
119	1200	GM-EMD	B-B	62,000	246,000	1951		
120-121	1200	GM-EMD	SW9	B-B	62,000	246,000	1952	

Effective date: May 12, 1975. Source of information: D&TSL. Units on present roster: 41-50, 116-121.

Detroit Terminal Railroad								
101-102	1000	Baldwin	VO 1000	B-B	60,000	240,000	1945	1
103	1000	BW	DW 4-4-1000	B-B	60,000	240,000	1947	
104-112	1000	GM-EMD	NW2	B-B	60,000	240,000	1947	
114-115	1000	GM-EMD	NW2	B-B	60,000	240,000	1949	
116	1200	GM-EMD	SW7	B-B	60,000	240,000	1951	

Effective date: May 8, 1958. Source of information: DT. Units on present roster: 103-112, 114-116. (1) 101-102 were sold to Industrial Service Co., renumbered 101, ?.

Detroit & Toledo Shore Line Switcher 119 grumbles along in Detroit yard.

DENVER, SOUTH PARK & PACIFIC, by M.C. Poor, Memorial Edition, 493 pages, 8½x11″, hardbound, photos, rosters, maps, diagrams, timetables, Rocky Mountain Railroad Club, $24. (Available from Railroad Magazine Book Service.)

One of the nation's outstanding rail-fan groups, the Rocky Mountain Railroad Club, has done a real service for rail historians by publishing this great Memorial Edition of Mac Poor's now-legendary volume. It has all the excellent finesse of the original slick rendition but at a non-astronomical selling price. The author would have liked that.

E.J. Haley, a director and editor of the club, who toiled hard to make this edition possible, writes: "We were most fortunate in being able to locate almost 100% of the maps, charts, and pictures used in the original book and to be able to add some very rare and interesting historical photos. Only four of the original pix couldn't be obtained and these were replaced with almost duplicate photos. The only changes made were the correction of a few minor types, enlarging and relocating a few of the photos, printing the entire 1883 timetable, adding to the index, and using the Colorado Central and DSP&P locomotive rosters from the *Pictorial Supplement to DSP&P* (1959), which in turn were revised somewhat to provide additional info and make minor corrections."

Two excellent paintings by Philip Ronfor, "Night Train to Gunnison" and "Meet at Little Mountain Spur," as well as a portrait of Mac Poor, are reproduced in full color.

We're nearing the 4th anniversary of Mac Poor's death, April 17th. What he wrote in his preface in the original book in Nov. 1949 still goes 27 years later: "A man should have an avocation to keep him from growing old when the twilight years draw nigh, lest he have no pleasure in them. In this respect, my principal interest is the history of early Colorado railroads, and heading the list is the great old Denver, South Park & Pacific, more commonly known as the 'South Park'."

Thanks, Mac, and thanks, Rocky Mountain Railroad Club, for letting us share this fine book with you.

QUEEN & CRESCENT ROUTE, 70 pages, 8½x11″, softbound, spiral binding, with photos, timetables, maps: published by the author, Edward F. Gardner, $5. (Available from Railroad Magazine Book Service.)

South Park train pulls into Jefferson as howling wind drifts snow from previous storm. Rancher asks engineer if he saw any cattle near Kenosha Pass.

Painting by Otto Kuhler

Ed takes us on a nostalgic trip down Dixie-way with some scarce material on the oldtime Cincinnati, New Orleans & Texas Pacific Ry.—the Queen & Crescent Route. Actually, that route consisted of a group of roads, namely the Alabama Great Southern, Alabama & Vicksburg, CNO&TP, New Orleans & Northeastern, and Vicksburg, Shreveport & Pacific. Ed says: "We hope you enjoy studying the old timetable and postcard views; and following this, you can sit back, relax in your most comfortable chair, shut your eyes and dream about taking a vicarious journey aboard one of the Q&C trains of your choice."

RAILROAD: TRAINS AND TRAIN PEOPLE IN AMERICAN CULTURE, edited by James Alan McPherson and Miller Williams, 185 pages, 8½x11″, softbound, photos, cartoons, songs, poems, timetables, etc., Random House, $7.95, hardbound, $15. (Available from Railroad Magazine Book Service.)

This is a good book about the very special breed that have lent so much romance to railroading down through the years. The gamut is run from the early B&O pioneers, from Commodore Vanderbilt and Jay Gould to Eugene Debs, Casey Jones, John Henry, and the 15-year-old Kate Shelley. Also the literary writings of Emily Dickinson, Walt Whitman, and Thomas Wolfe, the folk songs, and tall tales and recollection of train people themselves. Included are the Civil War rail days, the move West, freedom trains, troop trains, wrecks, and the great age of the steam engine. Sections cover such aspects of train lore as depots, signals rail lingo, and a historica, timetable that charts the development of the train itself.

RAILROAD MANAGEMENT, by D. Daryl Wyckoff, 193 pages, 6½x9″, hardbound, graphs, diagrams, stat tables, text, Lexington Books, $16.50. (Available from Railroad Magazine Book Service.)

Daryl Wyckoff directs this book to the 1977 railroad managers and how they might take some thoughts from his book toward bettering our somewhat faltering industry. Much of the public's general opinion appears to be that if we had better managers at the helm of railroads, their present decline would not exist. While the author agrees to a certain extent, he also feels that many officials have been maligned because of costly errors—in which he points out examples—of management in decades past. Wyckoff believes there is much latent management ability for a sincere desire to improve the industry with dedication and added vigor. This seems to hold

true except for some eastern rail managerial thinking.

WALTHERS '77 DECAL CATALOG and railroad lettering manual: 96-page reference work for rail modelers, available in hobby shops, $1.50.

Periodicals and Journals

CENTRAL HEADLIGHT is edited by A.K. Bush and R.B. Street for New York Central System Historical Society, Inc., Box 11027, Cleveland, Ohio 44110. The group is noted for its fine calendars, among other things (some of '77's around for $2.50; Ohio residents include 14¢ sales tax). It also publishes this fine, slick newsletter. Central diesel fans should be interested especially in Roster 4, in Nov. '76 issue. Also included in that issue was a fine article taken from *New York Central Lines Magazine* for Aug. 1926: "Boston & Albany Railroad from 7 Miles in 1834 to 404 Today," by Warren W. Jacobs. The NYCSHS dues are $6, contributing members $25, sustaining $50, and life $100.

BRASS POUNDERS' GOSSIP, edited by Harwell E. West (one of our *Interesting Railfans),* is published bi-monthly by Toledo Morse Telegraph Club, 102½ Rosalind Pl., Toledo, Ohio 43610, $3. Rail lore galore. All the flavor of ticking rural depot clocks and pot-bellied stoves in the Morse days of smoke and steam. Choice and plentiful reading matter in every copy.

WESTERN RAILROADER AND WESTERN RAILFAN, Francis A. Guido, editor-publisher, P.O. Box 668, San Mateo, Calif. 94401, twelve glossy-page interesting issues per year, $3. Fran is an *Interesting Railfan* and a member of R&LHS and other rail historical societies. He really knows his Pacific Coast railroading.

CANADIAN RAIL, Canadian Railroad Historical Assn., is a good, glossy-paper railfan monthly edited by S.S. Worthen, P.O. Box 22, Station B. Montreal, Que., Canada H3B3J5. Regular CRHA membership $12, annual or associates $9, will give you 12 free issues of *CR* covering steam, diesel, and electric operations, historic and current, with an occasional steamship article.

THE BULLETIN, Railroad Station Historical Society, edited by *Interesting Railfan* Wm. F. Rapp, 430 Ivy Ave., Crete, Neb. 68333; pix, maps, diagrams. For $3 a year you can join RSHS, get its periodical *Bulletin,* and help others in this important group to preserve stations and learn about long-ago rural depots.

THE PLYMOUTH RAILWAY CIRCLE MAGAZINE, a 20-page mimeograph newsletter is published three times a year by Plymouth Railway Circle for British railfans living in Plymouth, London, and West Cornwall. Area group meetings are held throughout the year, with speakers and slide shows. For details contact B. Mills, secretary, 17 Birchfield Ave., Beacon Park, Plymouth, Devon, England P12 3LA. Its Dec. '76 issue carries a story reprinted from *Railroad Magazine,* "The Commuter," by Tom McClary.

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RAILROAD FIGURAL RUBBER STAMPS. Figures available: NMRA member emblem, steam, steam & diesel, and diesel locomotives. Others. Write for railroad figure impressions. Figure with name and address $4.95.—Lawson's Rubber Stamps, Rt. 4-RO, Salem, Ill. 62881.

RAILFANS in the know read Midswestern Rails, which has articles about railfan locations, branch lines with photos and maps, and current diesel rosters. 12 monthly issues for only $7.50 Write to White Publishing, 208-K North Stewart St., Genesco, Illinois 61254.

VIRGINIA & TRUCKEE right-of-way/track/ station, maps, complete set or single sheets; also tickets, passes. Send SSE for details.—J.C. Benson, 402 S. Division St., Carson City, Nev. 89701.

Steam on the V&T. On an unseasonably cool afternoon in July, 1976, Virginia & Truckee No. 28 steams proudly up the long steep grade from the present end of track at tunnel No. 4. Future plans call for reopening the tunnel and extending track to Gold Hill for a longer ride behind the ex-Dardanelle & Russellville Eight-wheeler, built by Cooke in 1888.

Bob Shields, 212 High St., Reno, Nevada 89502

BOOK SEARCHING SERVICE: It's possible to locate almost any book published; also pamphlets, guides, catalogs, periodicals, maps, history, etc—BOOK STOAR, 1111 Colcord, Waco, Tex. 76707.

COLOR DIESEL SLIDES. Thousands to choose from, representing hundreds of major railroads, shortlines, industries. Constantly expanding inventory from across North America. For current catalog and sample send $1 to Porreca, Box 22, Boulder, Colo. 80302.

OLD STATE, RAILROAD & COUNTY MAPS. 70-110 years old. All states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

C&NW RR MEMORABILIA, history, railroadiana wanted 1836-1976.—Alden Miller, 3212-34th Ave. South, Minneapolis, Minn. 55406.

20th CENTURY LIMITED GLASSES. Attractively decorated in red and grey, 12 oz. size. Set of six, $12 plus $3 shipping.—Marquis, Box 68, Bryan, Ohio 43506.

NEW LIST DINING CAR CHINA, glasses, silver, cloth. Railroad & Pullman metal and paper items. Nails, stationery, tts., menus. Display or eat from finer dinner dishes. Long SSAE.—James A. McClellan, 1752 S. Wichita, Wichita, Kan. 67213.

RR. CAP BADGES. Send for list of over 200 old authentic badges of various occupations and various RRs. SSE assures prompt reply.—Utberg, Box 420, Edinburg, Tex. 78539.

WILL BUY RAILROAD SOUVENIRS, dishes, glass, guides, tts., writing paper, envelopes, metal, cloth, uniforms. Want Pullman items. Small to large amounts. Good prices.—Elaine McClellan, 1752 S. Wichita, Wichita, Kan. 67213.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, will sell two large cartons holding about 2,000 emp. and public tts. from 1950s and '60s for $200 plus postage.

TIMETABLE GRAB BAGS, all new material, back to early 40s $10.25; clear plastic slip covers for public timetables only $7.35 per 100. We buy timetable collections.—Coval, 21 E. Robin Rd., Holland, Pa. 18966.

WANTED: Steam locomotive number/builders plates. Especially need pre-Alco builders, plus UP shield, Pennsy keystone, NYC herald, RF&P, Frisco number plates.—Tim Moore, 3 Lincoln Lane, Simsbury, Conn. 06070.

TRACTION MOVIES in regular 8mm; also 54 b&w and 11 color subjects of U.S. street and interurban railways.—Kaw Valley Films, 2203 Downing, Hays, Kan. 67601.

LOCO DIAGRAM BOOKS, equipment rosters, named passenger trains book maps steam and diesel photos, timetables, magazines, misc. rr. items.—M. Brady, P.O. Box 206, West Chicago, Ill. 60185.

VOL. 3, LACKAWANNA RAILRAOD: A PICTORIAL REVIEW, over 100 pages, 8½x11, plastic-bound, soft cover; filled with old postcard station, train, and right-of-way views, Hoboken to Washington, N.J.; old advertisements about Newark, Montclair, and Elmira stations, 1914 suburban timetables, Bloomsburg Division, 1928 public timetables, plus pictures of Kingston, Pa., yards and other scenes, including wreck pictures of train 26 at Old Forge, Pa., schedule of *Garden State Limited,* and complete 1928 system timetable. A splendid addition of rare material that supplements Vols. 1 and 2 (a few copies of these still available). Priced at only $5 each ppd. (500 copies printed) from Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707. Order now.

WANTED: Contact with 35mm camera railfans in following areas: Alaska, Wash., Ore., Miss., N.C., Ark., Duluth, St. Louis, Mobile, Kansas City. Need originals of P&WV, Rdg FAs, ex B&LE Fs on B&O—Dick Vartabedian, 2210 Lancaster, Bloomfield Hills, Mich. 48013.

WANTED: Timetables, lanterns, keys, cap badges, china, other items of railroad interest, one or a collection.—Jim Prokes, 7850 S. Kenneth, #10, Chicago, Ill. 60652.

TIMETABLES FOR SALE: New lists quarterly, send SSE for latest list. Paying maximum prices for your collections, one or a thousand,—Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

EUREKA SPRINGS RAILROAD and Missouri & Arkansas RR. Museum. Newsletter $1. Information packet on organization $5 (refundable).—2421 N. Ramsey, Springfield, Mo. 65803.

RAILROAD JEWELRY: Tie tacs, cuff links, tie bars made from old date nails. Authentic conversation pieces. Brochure 25¢.—Norjeanne Enterprises, 17201 Drexel, South Holland, Ill. 60473.

WANTED: Anything B&O, especially hardware. Must be marked. Send price and condition in first letter.—James Russo, 117-D Osborne Ave., Baltimore, Md. 21228.

GERMAN STEAM: Original Deutsche Bundesbahn slide sets. Decapods, Mikes, high-wheeling Pacifics, coal and oil fired. Some diesels and electrics but mainly steam. List and sample $1 and SSE.—John McCourt, 4133 Comly St., Philadelphia, Pa. 19135.

ORIGINAL COLOR SLIDE SETS: Steam, diesel, heavy electric, trolleys, Baldwins, cab units, stations, structures. List and sample $1 plus SSE.—John McCourt, 4133 Comly St., Philadelphia, Pa. 19135.

FOR SALE: Frisco all-time steam roster, 78 pages, $8.—Midwest Railraoder, 1939 Whittaker Dr., Fremont, Ohio 43420.

FOR SALE: Art prints, full color, 16x20 including border. Erie, NKP, PRR, NYC Mercury, American Freedom Train #, $6 each.—Bob Lorenz, 1939 Whittaker Dr., Fremont, Ohio 43420.

OLD-TIME BUS PHOTOGRAPHS sent on approval. You pay 1st class postage both ways. No list; state general interests. Fageols, Macks, ACF, Twins, GMC from all areas USofA and Canada, 1920-'32 era. 8x10's, $6.50 each. 5x7's, $4.50 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

BUS & TRACKLESS TROLLEY photographs sent on approval. You pay 1st class postage both ways. USofA and Canada, all areas. No lists; state wants. Sent in groups of 100 or more. Size 616, 70¢ each. Size 122, $1.10 each. 4x6, $1.20 each. 5x7, $4.50 each. 8x10, $6.50 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

NESTLE'S RAILROADIANA: I buy and sell all items of railroadiana, predominately paper goods. Send specific requests with SSE for items desired.—R.D. #2, Greenwich, N.Y. 12834.

TRADE 120 size depot negatives or 35mm slides this area for 120 or larger depot negatives your area. Will also buy.—Conner, 1604 Blue Bonnet Dr., Fort Worth, Texas 76111.

FRISCO PHOTOS, steam and diesel. Timetables, rr. guides 1940 up, rr. emblems, rr. button recordings steam and diesel, rr. playing cards, bus and air guides, aerial photos, rail maps, street maps, county maps, geological and quad maps. Buy and sell out-of-town papers. Buy and sell crisscross reference street directory. Neg. steam and diesel.—Ned Lewis, Box 131, New York, N.Y. 10033.

WANTED: Old EMD E&F diesel specification cards; also Alco. Will buy or trade duplicates.—Paul Gregory, 2175 Del Monte Lane, Reno, NEVADA —&⅝⅛⅛.

ROCK ISLAND HERALDS, original 24x34 sheet metal, $27.50 plus postage, limited supply.—D. Voytanic, Box 19, Chicago Ridge, Ill. 60415.

SELLING my entire private collection, everything to go. Large SSE for list and all replies. Ten tokens $4, my choice, postage and handling $1.50. List 150 tokens $2. Interurban timetables CA&E 1947, 1948. CN&SM 1947, 1951, 1952, 1953. Illinois Terminal, January and September 1950, $2 each or all eight $12. CSS&SB 1943, 1950-1954, $1 each, minimum order $6. Postage and handling $1.50; give additional choices. Transfers, full and partial pads, 1948-1963 from ten states; no list, make offer. Any practical bid acceptable, postage and handling $2.50 each one thousand orders. Three NYC dining-car menus, $4.50; postage and handling $1.50.

Tne railraods validated interline tickets, one-book type ticket cover, script-book cover, circus-strip book cover, $7.50; postage and handling $1.50. List of 40 railroads of above ticket items $2. The following are one only items. Ninety interurban timetables, 26 systems, 1925-1963, detailed list $3. Eighty-five dining-car menus, Crhistmas seasons, name train, special name cars, liquor-wine lists, club car glass ashtray's, 31 railroad, detailed list $3. CERA bulletins, spiral and standard book binding, list $2.

Lional-American Flyer Catalog 1933-1961 list $2. Federation Railway Progress list $2. McGraw Hill "Bus Transportation" list $2. The following appearing in May 1977 issue of Railroad Magazine. My 3,500 films of railroad, interurban, streetcars, buses, boats, bridges, and other category. Railroad Magazine 1935-1970. Out-of-print traction books and other publications. Trains magazines, other category—Earl Yorke, 27257 Currier, Dearborn Heights, Mich. 48125.

ORIGINAL SLIDES and negs. FOR SALE: Diesel action, roster, freight passenger, m. of w. equipment, cabs, and stations; many roads. Specify interests. SSE.—Joe Quinn, Tillson, N.Y. 12486.

FOR SALE: Adlake caboose marker, U.P. Adlake classification and switch lamps. SSE—W. H. Eaton, 373 Dorothy Ave., Ventura, Calif. 93003.

HILLSDALE COUNTY RAILWAY COMPANY INC. Collector's Items (Limited Edition). Hand-painted HO gauge scale model/locomotive No. 1976, "Chief Baw Beese," ideal for gifts or collectors, mounted on wood base, with protective plastic display case, $35.95 plus postage and handling. 11x14 mounted color photos of locomotive 1976 or locomotive 1600, $14.50 each. Timetable No. 1, effective April, 1976, $3 each. 1977 calendar with sketch of locomotive 1600, $1.50. Allow 4 weeks for delivery. Include 50¢ for postage and handling for each item ordered. Michigan residents add 4% sales tax.—Hillsdale County Railway Company Inc., 50 Monroe St., Hillsdale, Mich. 49242.

YOUR RAILROAD PHOTOGRAPH made into a full-color iron-on tee shirt decal. Send picture or slide and $5.95 to Railroad Shirts, Box 24480, Richmond, Va. 23224.

"ALBANY HUDSON: 37 miles of Third Railroad," hard cover, $6.95. "Rochester Subway Freight Passenger," 2 vols., $7.50-$8. Buffalo & Lake Erie Traction, July. Enclose SSE. Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

ORIGINAL 616 size diesel portrait negatives for sale. U.S. shortline and industrial roads. 5-page list offers almost 200 oines. List 25¢.—Tom Lawson, Box 5343, Birmingham, Ala. 35207.

OHIO TRACTION negs. and photos: C&LE, D&X, Peoples, Dayton St. Ry., LSE, T&I, OPS, STARK, Cleveland, Cincinnati, Toledo, Akron, Shaker Heights, CUT, C&SW, Youngstown, Columbus, Penn/Ohio, Steubenville, many others. All sent on approval; you pay postage both ways. No list; state wants. We also have some 4x5 company negatives of street scenes of Dayton from the late Frank Brown's collection. Negatives individually priced, photographs priced by size. See our other ads.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE: Large selection of railroadiana collectables. Lanterns, locks, keys, timetables, and miscellaneous. Send large double SSE for list.—Lloyd Godfrey, RD 6, Box 263, Hanover, Pa. 17331.

FOR SALE: Locomotive builders' plates and cyclopedias. SSE for current list. I buy, trade, sell builder's and number plates.—Ron Muldowney, 22 Henry St., Basking Ridge, N.J. 07920.

RAILROAD PAINTINGS now available as beautiful prints, on quality vellum embossed finish, suitable for framing. "The Twentieth Century Limited of the N.Y.C.," printed by William Foster in 1923, and "The Pennsylvania RR.," by Grif Teller. Both trains rushing toward you in full size 18x22, $5 each plus $1 postage to House of Heeg, P.O. Box 276-F, Zelienlple, Pa. 16063.

THOMAS TRENCANSKY, Box 122, Etna, N.Y. 13062, sells size 120 b&w negatives: shortlines, industrials, Bicentennials, pre-Conrail, many railroads, models, builders, etc. Large SSE for list.

RAILROADIANA CATALOG: 15 pages, over 700 items, all listed with descriptions. Must ask $1 to cover cost of printing and postage.—Mike R. Billet, P.O. Box 206, Red Lion, Pa. 17356.

TEHACHAPI LOOP Super 8 color film ATSF or SP, $12 choice. 35mm slides 60¢ each. Photos $2. Plated loop spikes $7. Also dispatcher kits, timetables, one-hour dispatcher cassettes, Morse cassettes, trains cassettes, $5 and more. $1 for catalog and sample.—D. Napier, P.O. Box 757, Tehachapi, Calif. 93561.

BUYS OLD LIRR emp. and public tts., 1920s, 1930s, 1940s.—H. Clausen, 133-46 122nd St., South Ozone Park, N.Y. 11420.

SECTION CREW ROTARY ENGINE CAR, coupling four passenger cars. Glamorized with frames and canopies, seats 30. Rebuilt from full-gage railroad cars. Asking $5,000. Track available. Also have other section cars. (313) 752-3418. Box 161, Romeo, Mich. 48065.

JOB WANTED. Would appreciate hearing from railroad men who know of any jobs going in their area. Will accept anything but a 9 to 5 desk job.—Albert Herskovits, 40 E. 66th St., New York, N.Y. 10021. •

Coming Events

(No charge for listing here)

March 26 & 27: One-day D&RGW Ski Train, Denver to Winter Park, Colo., and return. NRHS fare $6.50. Contact Kenton Forrest, Intermountain Chapter, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217, or Tom Daniels, Colorado Midland Chapter, P.O. Box 824, Colorado Springs, Colo. 80904.

March 20: special SF train to Barstow, Calif., daylight over Cajon Pass, photo stop, tour Barstow shops. Pacific Railroad Society, P.O. Box 8726, San Mateo, Calif. 91108.

March 26-27: Black River & Western steam excursion between Flemington, Three Bridges, and Lambertville, N.J., using 2-8-0 No. 60. Leave Flemington, 12:30 p.m. Adults $6.95, kids under 12, $4.95. Send SSE for flyer and tickets to Black River Volunteers Assn., P.O. Box 200, Ringoes, N.J. 08551.

April 2: 3rd annual South Shore line pilgrimage to 100 Center, Mishawka, Ind., near South Bend. Lv. Randolph St., Chicago, 9:58 a.m., return 6:45 p.m. Adults $15, kids $10, 5-11 or under. Special club member fares. Trip incl. rt. rail and connecting bus fare. Info from Ticket Manager, Blackhawk Chapt. NRHS, P.O. Box A-3955, Chicago, Ill. 60690. Enclose SSE.

April 2-3: 3rd annual model rr. extravaganza, Hospitality Motor Inn-South, I-77 at Rockside Rd., Cleveland (Independence), Ohio, 10 a.m.-6 p.m. Flea market, clinics, NMRA layouts, displays, movies, etc. $1 adults, kids 50¢, family max. $2.50. For benefit of ex-Reading 2102 and ex-GTW 4070. Write Jeffrey R. Brashares, 9617 Fernwood Dr., Olmsted Falls, Ohio 44138.

April 9: Excur. from Birmingham to Chattanooga pulled by American Freedom Train ex-Southern Pacific 4449. Contact Alvin W. Hudson, Heart of Dixie Chapt. NRHS, 617 Sundale Dr., Birmingham, Ala. 35235.

April 17: Railroad Extravaganza with 100-plus tables of railroadiana for sale at Dover Sr. High School, Grace St. (just off Rte. 15, south of I-80), Dover, 10 a.m.-5 p.m. Adults $1, kids 50¢ (50¢ more if you pay at door). SSE for tickets, details, map to Tri-State Railway Hist. Society, P.O. Box 255, Dover, N.J. 07801.

April 22-24: Yosemite Valley Sojourn. Ride Amtrak to and from Merced. Bus to valley with two nights at Yosemite Lodge. Sugar Pine steam with Shay. May 21-22: Sacramento River boat excur. by deep-water channel, return Sacramento River. Overnight accommodations Sacramento, or go one-way either day, special bus connections. May 26-31: Western Parks-Lake Powell Spectacular. Air to Las Vegas, special bus to Zion and Bryce National Parks, overnight at both. Two nights at Wahweap; full day boat ride on lake. Night and Grand Canyon tour. Contact James Weinberger, tour director, R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062.

April 23: New Haven Railroad Technical Info. Assn. 15th annual reunion, 9:30 a.m.-6:30 p.m. at Wallingford station; movies, slides, model displays, dealers and manufacturers. $1.50 preregistration, $2 at door. Send SSE for info. to Ronald J. Hull, 280 N. Elm St., Wallingford, Conn. 06492, or call 203 265-2464 after 6 p.m.

April 24: special SEPTA, Red Arrow Div., Philadelphia trolley trip. Lv. 69th St. Term. 1 p.m., Media and Sharon Hill lines, return about 5 p.m. Reservations, adults $7, kids $3.50. Info from Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

April 29-May 1: R&LHS annual meeting in San Francisco-Sacramento area, visiting Pacific Coast Chapter's historic loco and rail collection at replica of Central Pacific depot in Old Sacramento Museum complex. Banquet and top speaker Sat. night, April 30, San Francisco. Details from Arthur Lloyd, 20 Arapahoe Court, Portola Valley, Calif. 94025.

April 30-May 1 (was postponed): Farewell to the Rockets. Train lv. Sat., LaSalle St. Sta., Chicago, 9 a.m., return Sun. 10 p.m. Reserved seat coaches, snack bar, diner. Bicentennial E-8 No. 652 with possible B unit pulling train. Photo stops. Round trip 716 miles. Adults $60, kids, 5-11, $55. Doesn't incl. reservations at Hotel Savery. Seat reservation coupon with ticket. Old tickets not honored. Info from Albert G. Roth, All-Nation Hobby Shop, 220 W. Madison St., Chicago, or LS&MS Ry., 908½ Franklin St., Apt. 2, Michigan City, Ind. 46360.

April 30-May 1: 2nd annual meet Railroadiana Collectors Assn. of western N.Y., Howard Johnson's Empire Room, 4217 Genesee St., Cheektowaga, N.Y., near airport, Sat., 10 a.m.-5 p.m., Sun., 10 a.m.-4 p.m. Adults 50¢, kids with parents under 12 free; door prize. Tables for collectors, dealers, sell or swap. Contact Mel Pempsell, Box 1028, Sta. D, Buffalo, N.Y. 14210.

May 1: Railroadiana flea market sponsored by Mansfield Model RR Club at United Steel Workers Local 169 hall, 369 Longview Ave., Railroad Industrial Area., Mansfield, 9 a.m.-5 p.m., admission $1. Model trains, lanterns, tts., dining-car silver, china, headlights, etc., sold or traded. Dealers welcome. Write James R. Smith, president, 52½ N. Main St., Mansfield, Ohio 44902.

May 5-8: '77 Rails West. Pacific Coast Reg., NMRA, annual convention San Jose Convention Center and Downtown Holiday Inn, sponsored by Calif. Central Model RR Club, of Agnew. Show open to public features some top rail artists, history of model railroading, toy and scale trains, etc. Contact Claire D. Kotowski, '77 Rails West, Agnew Station, Santa Clara, Calif. 95054.

May 15: Railroad Show sponsored by the New Haven RR. Hist. Society and New Haven RR, Preservation Committee, 1-5 p.m. at former Union Street Ry. Weld St. carbarn, 1959 Purchase St., New Bedford, Mass. Barn located off I-195 at Penniman St. exit. Dealer display space available. Proceeds go toward preserving New Haven electric loco. Details from Wm. Wheeler, 119 Fisher St., Westwood, Mass. 02090, or Steve Nelson, 37 Bulkmaster Rd., also of Westwood.

May 21: National Assn. of Timetable Collectors Spring Bourse, George Washington Motor Lodge, Trevose, Pa., U.S. 1 at Penna. Turnpike (exit 28), 9 a.m.-5 p.m.; 60 dealers, buy, sell, trade, tts., postcards, photos, all invited. Query Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966. •

Pen Pals Wanted

(No charge for listing in this section)

Scott Graham (age 30), 215 S. 4th St., Mifflinburg, Pa. 17844; corresponds with railfans in Northeast, especially those interested in the Lehigh & New England. Also unmarried girls who are genuine railfans.

Miss Mariter A. Dionela (age 24), 265-b P. del Rosario Extension, Cebu City, Phillippines, 6401; college student, teaches children reading, writing, needlework.

Gary R. Hauver (age 29), RD 2, Bowlby Rd., Elmira, N.Y. 14901; unmarried, EL and D&H fan, musician, will write to single girls.

Robert A. Ference, 436 Sanderson, Campbell, Ohio 44405; collects railroad emblems.

Miss Mary Ann T. Chua (age 20), 88-1 T. Padilla St., c/o Cebu Harvey Hardware, Cebu City, Philippines, 6401; collects proverbs.

Alfred S. Hughes, 114 Coneho Rd., Santa Barbara, Calif. 93103; PRR retiree, interested in GN, DRGW, CP, CN.

Miss Tita B. Latajo (age 24), 2795 Tabunor, Tahiay, Cebu, Philippines, 6453; high school grad, collects view cards, wants to hear from men and ladies anywhere.

Wojciech Pilarczyk, ul. A. Stenga 43/16, 90-632, Lodz, Poland, seeks info and pix, steam locos anywhere; also rr. periodicals, etc. *(Ed. note:* His knowledge of English language is only fair. If you write to him, use short sentences and words easy for a foreigner to understand.*)*

Miss Leyvinia Chua Lim (age 26), 212-881 T. Padilla St., above Cebu Harvey Hardware store, Cebu City, Philippines, 6401; types letters, reads novels, magazines.

Miss Carole Ferros (age 40), 8833 Pear Ave., Niagara Falls, N.Y. 14304, collects scenic postcards, other souvenirs.

Miss Rosalia N. Cuevas (age 22), Tunga, Moalboal, Cebu, Philippines, 6436; student. •

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